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ASSESSMENT OF AVAILABILITY AND NEED FOR INTER-CITY BUS SERVICES IN UTAH

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16. Abstract

The intercity bus industry has been in decline for the last 40 years. The decline has been attributed to the increase in automobile availability, intense intermodal competition, and competition from package express carriers. In 1982, the Bus Regulatory Reform Act (BRRA) made it possible for the bus industry to abandon unprofitable routes and shortly thereafter numerous communities experiences service losses. The majority of these communities has populations of 2500 or less.

In 1991 and under the Intermodal Surface Efficiency Act (ISTEA), the federal government developed a program to address intercity bus service needs in rural areas. States were required to set aside a portion of their Section 5311 (f) funds to support intercity services. Eligible activities under the Section 5311 program included: planning and marketing for intercity bus transportation; capital gains for intercity bus shelters, joint use of bus stops and depots; operating grants through purchase of service agreement; user-side subsidies and demonstration projects; and coordination of rural connections between small transit operators and intercity bus carriers. Like other Section 5311 programs, operating expenses require a 50 percent local match, and capital and project administration require a 20 percent match. Eligible recipients for Section 5311 funds include state and local agencies, private non-profit organizations, and operators of public transportation services. This study describes the state of the intercity bus system in Utah and provides recommendations for the implementation of Section 5311.

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EXECUTIVE SUMMARY

This study was undertaken by the Transportation Systems Group at Utah State University on behalf of tl1e Utah Department of Transportation to asses the quality and extent of the intercity bus services in the State of Utah as well as to identify major changes and trends in the network over the past 15 years. The Principal objectives were to:

- determine the need for intercity bus services
- examine and recommend measures, including allocation of Section 5311 (f) funds, to better serve the unmet needs

Working closely with the Technical Advisory Committee (TAC), which consisted of members of UDOT, service providers, and elected public officials, the consultants proceeded to gather information from a variety of sources to meet the above objectives. In addition to reviewing published and unpublished findings of similar or related studies in the us and abroad, the consultants obtained information from the Census Bureau and other states departments of transportation. However, the insight into specific local concerns and perceptions were obtained through two questionnaire surveys.

One questionnaire (see Appendix *D2)* was sent to 46 "service providers" who in fact are the FT A Section 5310 Program participants and FT A Section 5311 program's permanent contractors in the state of Utah who were registered with UDOT in 1995.

Based on all the above analysis, the consultants were able to make the following general conclusions:

- During the past 15 years, regular intercity bus services in Utah (provided primarily by Trailways and/or Greyhound) have declined significantly with only 31 service points (stops) being served in 1995 compared to 101 service points in 1980. Most of the service points were eliminated between 1980 and 1990, and since then the decline has been marginal.

- Counties that have experienced intercity service losses over the past 15 years have, on the average, lower household incomes and higher percentages of elderly population (more than 65 years) than the state as a whole.

- Over seventy percent of the service providers agreed that intercity transportation needs in their area are unmet.

- Forty-five percent of the services providers surveyed specialize in local paratransit while only seven percent provide intercity services.

- Seventy-five percent of transportation providers surveyed rated service coordination and more investment in capital equipment as the best strategies for enhancing service quality.

- An analysis of four transport corridors, two of which were previously served by intercity bus companies, revealed that the existing demand simply does not warrant a re-introduction or an introduction of services.

Given the current status of the intercity transport services, the consultants recommend a three-stage approach to enhance the quality and quantity of intercity transportation. As described fully in Section 7 of this report, this approach permits UDOT and other decision-makers to identify the most appropriate of three corrective measures for a given situation. The three measures are not necessarily mutually exclusive. lne best strategy may be a combination of two or more measures. To establish what strategy is best, the alternatives should be discussed and analyzed, in a forum type environment to work out the details such as costs and responsibilities. If acceptable to the various institutions and decision makers, these strategies would be extremely cost-effective and help serve the needs of the intercity public transport users. The three measures in order of priority are:

- Provide financial and institutional support to local transportation providers to coordinate equipment and/or personnel to better serve tile intercity travelers. UDOT should suggest strategies and formulate incentive schemes for service providers interested in coordinating services and/or "opening-up" their services to the public-at- large. As part of this effort UDOT

could serve as a facilitator or link between regular intercity service providers (e.g. Greyhound) and local service providers to identify opportunities for, and implement where possible, integrated services. Integration could be in terms of "timed-transfers" or "feeder services".

- Investigate the option of providing a user subsidy or a partial cost reimbursement (for use of alternative forms of transport) to needy citizens (e.g., ADA eligible) in areas not served by regular intercity service. It could be done in the form of a monthly allowance to cover the cost of one or two trips to the city of their choice. This type of subsidy is common in Scandinavian countries and was considered by Florida DOT as indicated in Table 3 of this report.

- Provide capital investment subsidies to operators. Review the capital equipment procurement and replacement policy with a view to establishing criteria and incentives for providers who would expand or introduce new services to serve intercity travel needs. This would permit providers to plan in advance, and be prepared for any possible short falls in equipment.

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1.0 INTRODUCTION

1.1 Background

It is well known that the quality and extent of intercity bus services have declined over the last twenty years, and especially since the 1982 Bus Regulatory Reform Act (BRRA). In general, the most adversely affected by the decline have been rural communities.

To correct the growing deficiency in mobility for those living in rural or non-urbanized areas (fewer than 50,000 people), the Intermodal Surface Transportation Efficiency Act of 1990 (ISTEA) mandated the allocation of a portion of Section 5311 money to be used for intercity bus services. Accordingly, each State must now allocate 15 percent of the Section 5311 funds to assist providers with increasing capital and operating costs. However, if a State is of the opinion that intercity needs are met, that money could be appropriated for use in other transportation projects.

A recent study by the Federal Transit Administration (FTA) has shown that, of the $20 million provided annually for intercity bus services, only about 85 percent is dispensed, Although the nation-wide distribution of this money among eligible groups (i.e., private, non-profit agencies, church groups, rural transit operators, etc.) is unknown, it is clear that the scheduled service operators are not the largest recipients. In Utah, the $85,000 that became available for intercity bus services in 1996 is yet to be appropriated and the criteria for allocation are not absolutely clear.

As we approach the end of the twentieth century, the issue of intra-community mobility in non-urbanized areas is also becoming a critical issue. On the one hand, the demographic indicators suggest an increase in the number of elderly living in non- urbanized areas. On the other, the cost of services continues to rise, forcing significant increases in fares or abandonment of services. Thus, it is imperative that state officials and decision makers who dispense funds are fully informed of the status of intercity and intra-community transport services, the trends, the needs, and the options available to enhance overall mobility.

1.2 Study Objectives

Given the above need, the Utah Department of Transportation (UDOT) retained the Transportation Systems Group (TSG) of the Department of Civil and Environmental Engineering at Utah State University to carry out the present study. The purpose of the study is to catalog existing intercity services in the state of Utah, and to provide answers to some key questions, such as, which markets can be best served by intercity bus services, and what options are available to serve the unmet needs.

Following several meetings between the UDOT's Technical Advisory Committee (TAC) and the consultant, the study objectives given below were formulated

1. Implement a market based analysis of the intercity bus status and needs for the purpose of:
    (a) determining the need for intercity bus services,
    (b) determining the profile of intercity bus users,
    (c) understanding the changes in travel behavior over time.
2. Update the directory of service providers, routes, schedules, and maps.
3. Interview selected service providers to identify key issues and funding needs.
4. Examine policies and practices of other states in relation to the provision and enhancement of intercity bus services.
5. Identify potential for integrating rural transit with intercity services for providing more convenient intermodal services.
6. Propose a formula for the future allocation of Section 5311 (f) funds in Utah.

2.0 STUDY METHODOLOGY

In order to meet the objectives, the study was conducted in two phases. The activities performed during Phase I focused on the review of existing literature, gathering of group consisted primarily of FTA Section 5310 and 5311 participants registered with UDOT while the latter included state legislators and elected members of local government agencies, whose views on the present state of the intercity bus industry in Utah is critical when formulating strategies to enhance intercity transportation services.
The following is a brief description of the tasks undertaken in Phases I and II.

2.1 Phase I

TASK 1:

The first task consisted of a review of existing domestic and foreign literature. First, a search was conducted on a wide variety of resources including transportation journals, index to government documents, and rural and intercity transportation abstracts, produced only a handful of material pertinent to this study. Twelve unpublished reports received by UDOT from different States DOTs were also reviewed. These reports, based on studies similar to the present one, also cited the lack of published material, but contained several useful pieces of information.
Some of the key features revealed by the literature are:

- Factors influencing the decline of intercity bus services
- Profiles of intercity bus riders
- Characteristics of successful rural connection programs
- Estimation procedures for ridership on intercity routes

TASK 2:

The second task was the creation of a computerized database containing specific information portraying:

- Existing services (including service points, frequencies, fares)
- Current ridership details
- Demographic characteristics of study areas

Service characteristics, fares, and ridership details were obtained by contacting the Utah Transit Authority (UTA) in Salt Lake City and Greyhound Lines Inc. Additional information on intercity services for the period from 1980-1995 was obtained from the Russell's Official National Motor Coach Guide.[18]

Demographic and economic characteristics were obtained from the U .S. Census Bureau and U.S. Bureau of Transportation Statistics in CD-ROM format.

All these data were entered into a Geographic Information System (GIS) application file and were later used to analyze the quality and extent of intercity bus services and the major changes over the years. The GIS used in the present case is TransCAD, (version 2.1), which has been adopted by the FTA for developing the National Transit System database.

TASK 3:

Task 3 focused on the inventory and analysis of intercity bus services in Utah. This section was divided into three categories: existing services; temporal changes in services; and analysis of demographic and economic characteristics of abandoned communities impacted by abandonment of services.

TASK 4:

This task was undertaken in preparation for Phase II of this study. In essence, it consisted of preparing two draft questionnaires for assessing the intercity bus transport needs as well as the extent of existing service. These questionnaires were formulated while referring to similar surveys and studies conducted in other states. They were subsequently reviewed by the T AC members and modified appropriately to ensure that they addressed the concerns and met the requirements of all members prior to being administered. The questionnaires in their final form are given in Appendix D.

2.2 Phase II

In Phase II of the study, which commenced in July 1995, the following three principal tasks were undertaken.

TASK 1:
Activities carried out in here included the identification of potential respondents to the questionnaires and the administration of the surveys. As mentioned earlier two target groups were identified; (i) transportation providers, and (ii) elected officials and community groups. The names and addresses of members of these two groups were provided by UDOT and several members of the T AC. Accordingly the questionnaires were mailed out with a cover letter explaining the purpose of the survey.

It should be noted here that, because the response rate was less then 25 percent, the consultant was compelled to make telephone contact with all non-respondents. Although this was a costly and time consuming exercise, the response rate was raised to 60 percent.

TASK 2
Activities in Task 2 focused on the analysis of the questionnaires responses to determine which areas have a critical need for intercity transportation and to determine the respondents views on the best use for Section 5311 (f) funds.

TASK 3

Task 3 activities included the compilation and analysis of all gathered information from Phase I as well as the questionnaires responses to identify alternative strategies to enhance intercity bus services using Section 5311 (f) funds.

3.0 LITERATURE REVIEW

3.1 Background Information

The quality and extent of intercity bus services have been on the decline for the last 40 years and there is reason to believe they will continue to decline. In 1982 were served by intercity buses, by 1991 this number had dropped to 5,690.

An intercity bus service is defined as a regular route, which:[1]

- Operates between two or more cities, towns, or isolated clusters.
- Operates on a fixed schedule.
- Carries the general public and is not subject to preconditions for passage such as advance reservation, membership in a particular organization or group, or restrictions such as age or a particular disability.
- Does not operate wholly within urbanized areas.

Some of the factors influencing the decline in bus ridership are: (1) an increase in automobile ownership; (2) competition from air and rail transportation, (3) competition from package express business; and (4) shrinking rural populations.

(1) Increase in automobile availability is believed to be the major cause in the decline in bus ridership. Between 1960-1980, the number of vehicles per household increased from 1.05 to 1.61. At the same time the number of households without an automobile declined from 22 percent to 13 percent.

(2) Another important factor affecting bus ridership is an increase in intermodal competition. In 1971 Amtrak took over the national passenger rail system and was able to maintain low fares because it was heavily subsided by the Federal government. From 1960-1988 the total subsidies per passenger trip on Amtrak were $54.29 while Federal subsidies per trip on intercity busses came to $0.04. The Airline Deregulation Act of 1978 had a similar effect on air carriers enabling airlines to operate routes and schedules limited only by airport capacity and to compete heavily on price. Subsidies to air carriers per trip between 1960-1988 were

$7.20. The low rail and airline fares forced the bus industry to operate at low cost and to eliminate unprofitable routes, many of them to rural communities.

According to a study by the Interstate Commerce Commission (ICC) in 1993, the modal split for intercity travel is as follows:[2]

Mode	Share of intercity market
Private automobile	81%
Commercial airlines	17%
Intercity rail	0.7%
Intercity busses	1.2%

(3) Another aspect that has been detrimental to the intercity bus industry is the increased competition from package express carriers such as UPS and Federal Express. In the early 1980's with the lifting of regulations on intrastate carriage of packages, many previous bus shippers began to take advantage of these more convenient express services. Intercity buses lost a valuable source of income that was provided at low extra cost.

Prior to 1982, federal and state regulations made it difficult for the bus industry to abandon unprofitable routes and adjust fares. Many bus carriers were required to operate unprofitable routes in order to maintain the right to operate charter services and more profitable routes, In 1982, Congress enacted the Bus Regulatory Reform Act (BRRA) to counter some of these problems. Specific responsibilities of the ICC were listed as follows:[3]

- To promote competitive and efficient transportation services.
- To allow a variety of quality and price options to meet changing market demands.
- To allow the most productive use of equipment and energy resources.
- To enable efficient and well managed carriers to earn adequate profits, attract capital,

and maintain fair wages.

- To maintain service to small communities and small shippers and interstate bus services.
- To provide and maintain commuter bus operations,
- To promote intermodal transportation.

In short, it provided for greater price flexibility, made it easier to enter and abandon the industry, and reduced state control over the industry.

But the BRRA did not increase bus ridership or improve the financial situation of the bus industry. It almost had an opposite effect. In the first year, alone bus carriers no longer restricted by state regulations eliminated service to 18 percent of locations. Some areas completely lost service while other areas experienced reduced service.

It is difficult to assess the impact of decline of intercity bus services because of the scarcity of data in the area, but the evidence suggests that the affected people are the least likely to have access to other transportation modes or are unable to afford them. A survey by Greyhound in April 1991 showed that 46 percent of bus passengers had incomes of $15,000 or less and 54 percent of riders did not own a car or own a car they would not feel comfortable taking on a trip of over 500 miles. The Motor Carrier Ratemaking Study Commission estimated that 80.7 percent of abandon routes served locations with a population of 2500 or less. Many residents in these communities used intercity buses to get to larger cities to obtain services such as medical care and financial services and were left without a public means of transportation [(1)]

The lntermodal Surface Transportation Efficiency Act of 1991 recognized the need to address intercity transportation needs by requiring states to set aside 5, 10, and 15 percent of their FT A Section 5311 apportionment by 1992, 1993, 1994 respectively to support intercity bus transportation, unless the governor determines the state has sufficient service.
These funds can be used for operating assistance through purchase of services agreements, terminal development projects, and coordination between small transit operators and intercity bus carriers. This act expects to make more funding available for existing programs and to provide an incentive for other states to start programs to enhance intercity bus

service. The full text of Section 5311 (f) can be found in Appendix B.

Because of the scarcity of data about intercity bus needs, a report by the General Accounting Office by the name of " Availability of Intercity Bus Services Continues to Decline' suggests that the states collect data relating to intercity bus services before developing a policy response. Fifteen states have already conducted such studies. A review of some of these studies can be seen later in this section.

3.2 Nation-Wide Efforts to Improve Intercity Bus Services

One of the most significant efforts to link rural communities to intercity service carriers has been Greyhound's Rural Connection Program (RCP).[5] This program provides different ways in which local transportation systems can participate to increase access to intercity bus services; for example taking and picking up passengers to and from designated bus stops. The linkages are shown in the Russell's Official Bus Guide.

In 1990, a study by the U.S. Department of Transportation by the name of "Intercity Bus Feeder Project Program Analysis" estimated that there were 74 transit systems participating in RCP and surveyed some of the existing programs Among the problems the US DOT study pointed out, one was that most rural transportation programs do not operate on evenings and weekends, which is when most intercity travel occurs. The most successful programs both in revenue and ridership, such as the City of Jackson Transportation Authority (JTA) and Jackson and Isabella County Transportation Commission (ICTC) both located in Michigan, have extended hours of service during the evenings and weekends. In fact, all programs that generate more than 150 riders have extended hours. Other problems included the remoteness of bus stops, often considered unsafe and exposed to weather, and the lack of marketing.

Operating funds for the participating programs come from a variety of sources including FTA Sections 5311 and 5308; Title III Aging; Section XIX Medicaid; State grants; fares; and local governments. Operating budgets range from $28,989 to $2,215,000.

Some of the most successful programs of the RCP operate in Michigan. The programs are administered by the Intercity Division of the Bureau of Urban and Public Transportation (UPTRAN) utilizing state and FTA funding. The goals of the project are to provide a higher mobility for intercity trips without subsidizing replacement intercity services.

To monitor the progress of the program, the Michigan DOT did a user survey of riders at JTA and ICTC. This survey yielded the following results:

- Over half the riders were using the Rural Connection to reach intercity buses for the first time.
- Previous intercity bus riders were using the Rural Connection to reach bus services. Eighty-one of those surveyed had used an intercity bus to make at least one trip in the past year.
- Previous Rural Connection riders had, on average, made two more intercity trips than all riders.
- The largest percentage of riders learned of the Rural Connection by word of mouth from friends or relatives, followed by information from an agent.
- Fifteen percent of the riders would not have made the intercity trips if not for the availability of the Rural Connection service.
- Twenty-seven percent of the first time riders had not used it before because they were not aware it was available.
- Transportation provided by friends and relatives was the largest reason given for not using the Rural Connection at fifty-three percent.

3.3 Review of Activities in Other States

This section focuses on the review of intercity bus studies from other states in an effort to determine what other states are doing to promote intercity transportation and how they plan to use Section 5311 (f) funds. For a complete list of these studies refer to Appendix A, references (9) through (15).

A summary of the objectives of the study, the criteria for selecting intercity projects eligible for funding, and the principal conclusions of the studies for the selected states are given in Tables 1, 2, and 3 respectively.

STATE	STUDY OBJECTIVES
Florida	• Develop a comprehensive and current inventory of intercity bus services and facilities • Quantify the need for intercity bus services and facilities. • Compare current services and facilities with the needs and determine the extent at which urgent needs are being met. • Develop and recommend intermodal strategies for incorporating the intercity bus network with other modes. • Identify strategies to integrate an intercity bus assistance program with other State sponsored programs. • Recommend management and administrative strategies for implementing any proposed action.
Connecticut	• Assess intercity bus travel in Connecticut • Recommend the most advantageous use of Section 5311 (f) allocation.
Kansas	• Identify rural intercity transportation issues, such as where service is unavailable, and determine areas of greatest need. • Develop a three-year program strategy based on anticipated resources to support rural intercity service enhancement provided through ISTEA.
Ohio	• Conduct needs assessment of intercity bus services through surveys of public agencies and private carriers. • Develop a marketing brochure to better communicate the availability of intercity bus services. • Establish guidelines and provide assistance to ODOT in awarding funding to proposed projects under the Section 5311 (f) program.
Colorado	• Define intercity bus service. • Identify the current intercity service in Colorado and its future availability. • Develop criteria for critical intercity bus routes. • Analyze the current routes and determine which routes are critical based on the defined. criteria, and how best to serve those needs when and if the current routes are abandoned.
Texas	• Update the historical information and trends in the intercity bus industry in the United States and Texas since 1980. • Document current and proposed efforts being made to address intercity transportation needs by federal and state governments. • Define the characteristics of the existing bus service in Texas.

Table 2: Criteria for Selecting Section 5311 (f) Programs

STATE	CRITERIA FOR SELECTING SECTION 5311 (f) PROGRAMS
Florida	• Option provides meaningful opportunities to address unmet needs. • Option provides support and maintenance of existing intercity services. • Option includes intermodal component • Option supports and/or improves the connection between non-urbanized areas and the larger regional or national intercity bus system. • Option supports the development of infrastructure improvements in the intercity bus network • Option can be implemented easily and within the existing administrative and personnel resources available within FDOT.
Kansas	• Currently unserved by existing intercity bus services. • Includes at least one route endpoint served by an existing intercity bus route. • Includes at least one community along the route with a population greater than 10,000. • Traverses at least two counties
Ohio	• Potential project must document that a need for the service exists. • Projects should not be dependent on continued subsidies. • All applications should be developed in cooperation with a public entity. • Project should utilize existing resources. • There should be no restriction on trip purposes or client types. • Project cost should be reasonable.
Colorado	• Serves town with population of 5000 plus. • Service contributes to reasonable distribution of transit services throughout Colorado by connecting towns of over 5000 with the nearest urbanized area. • Route is consistent with existing historical route structures and usage patterns of highway use.

Table 3: Conclusions and Recommendations

STATE	CONCLUSIONS AND RECOMMENDATIONS
Florida	• Use Section 5311 (f) funds for state or local intermodal facilities' projects. • Initiate a two-year program with the Florida Commission for the Transportation Disadvantaged to test the viability of implementing an intercity bus user-side subsidy. • Existing Section 5311 program and application would be revised to establish a new category of funding eligibility for intercity services.
Connecticut	• Intercity bus service can be enhanced with the placement of bus shelters at intercity bus stops. Possible locations were identified. • Trailblazer signs directing motorists and travelers to intercity bus stops and/or terminals are also needed. Possible locations were identified. • The State Department of Transportation and Transit Districts should have updated schedules and ticket information on hand for quick relay upon request.
Kansas	• No routes were identified in Kansas which met sufficient criteria for traditional intercity routes. • While intercity travel demand exists in the state, the ability of the state to respond adequately to local rural transportation needs is limited and critical. • No good mechanism exists to provide local match fund dollars for rural intercity services. • Any intercity travel routes supported with public funds should be combined with other identified long distance travel. • The state should consider a phase-in-program in which regional travel needs within CTD are met in conjunction with more local travel needs. • Encourage development or intermodal facilities which better identify and link local services with regional and national services.

Ohio	• A general marketing pieced entitled "Accessing Ohio" was developed to promote intercity bus service and public transit. • Recommended that ODOT accepts applications for specific projects and that these applications are evaluated according to the proposed criteria.
Colorado	• Recommended that the state of Colorado requests proposals from private carriers to serve cities identified in the study.
Texas	• Number of cities served by intercity bus service has been reduced by half in the last twenty years. • Companies have become less profitable since 1982. • Only 21 cities with population greater than 5000 are further than 10 miles from an intercity bus stop.

4.0 INTERCITY BUS SERVICES IN UTAH

Survey results and available literature indicate that Utah, like many other States around the country , has experienced a significant loss of intercity bus services over the last fifteen years. In 1980, Greyhound Lines and Trailways were serving 101 service points (stops) within the state. By 1995, with Greyhound being the principal operator in Utah, this number had dropped to 31 service points. However, Utah Transit Authority (UTA) provides services to 11 communities in the Davis, Salt Lake, Tooele, Utah, and Weber counties, which brings the total number of points serviced to 1995

4.1 Existing Services

Currently, bus routes in Utah connect major cities and serve the corridors along the principal highways. The north-south corridor along the 1-15 is served by Greyhound routes 500, 552, 545, and 555; the east-west corridor along 1-80 is served by Greyhound routes 550 and 350; and the east-west corridor along 1-70 is served by route 555 which also serves U.S. Route 6. Communities adjacent to U.S. Route 40 are served by Greyhound route 364. Frequencies on these routes vary from daily to three times a day Complete 1995 schedules for these routes are given in Appendix C.

Figure 1 shows the existing intercity bus routes in Utah. It can be seen that Salt Lake City serves as the focal point or the hub for all these routes, and that there is no coverage of the south-eastern part of the state.

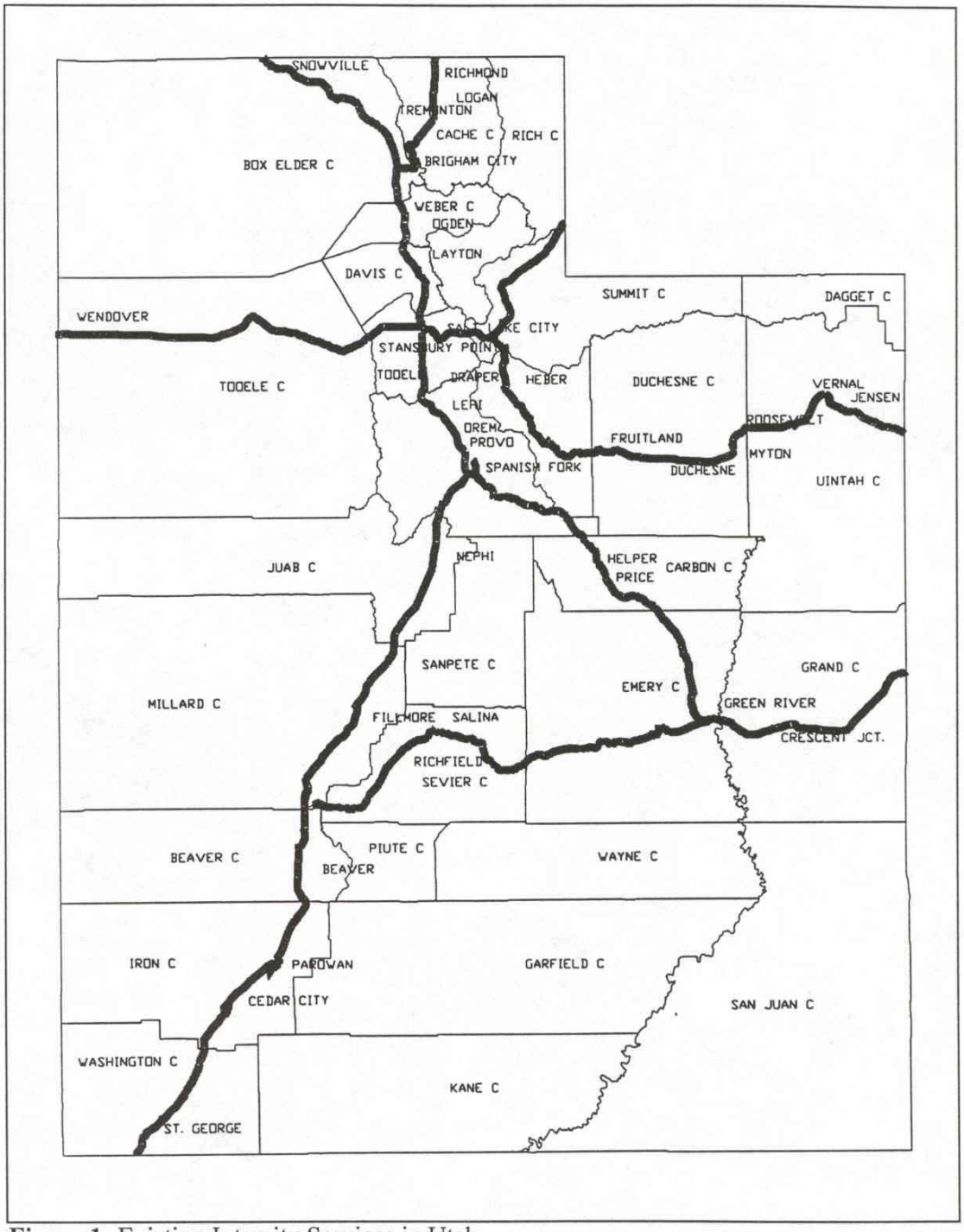

Figure 1: Existing Intercity Services in Utah.

4.2 Intercity Transportation Changes Over Time.

Figure 2 shows the intercity bus routes for 1980. In comparing Figures 1 and 2, it becomes evident that the number of communities served by regular intercity lines has substantially declined in the last 15 years. Table 4 shows some of the more significant changes and events in chronological order throughout that period.

In fact the south-eastern corner mentioned above suffered a complete loss of services.

Table 4: Important Dates in Intercity Bus Transportation

Year	
1982	Congress enacts Bus Regulatory Reform Act.
1984	Trailways' route 8552 along US Route 89 in Southern Utah from Kanab to Richfield is discontinued
1987	Trailways' route 8510 serving Moab and Monticello is discontinued.
1987	Trailways' route 8551 along US Route 89 from Salina to Thistle is discontinued.
1987	Greyhound lines purchases Trailways, making Greyhound the only nation-wide provider.
1989	The intercity bus network in Utah consolidates into what it is today except for minor changes.
1990	Greyhound Lines rivers strike.
1991	Greyhound Lines files bankruptcy proceedings.

Table 5 shows the percentage of the population that lived within 5 and 10 miles of an intercity bus stop between 1980 and 1995 in 5-year intervals.

YEAR	Percent of Population within 5 miles of intercity bus stop	Percent of population within 10 miles of intercity bus stop	Percent of population that lives in places > 5000 within 5 miles of intercity bus stop	Percent of population that lives in places > 5000 within 10 miles of intercity bus stop
1995	77	95	82	100
1990	75	94	80	99
1985	84	96	88	98
1980	86	98	88	99

It is evident from Table 5 that the vast majority of the population in Utah still lives within 10 miles of an intercity bus stop. However it can also be seen that the percentage of the population within 5 miles of a stop has decreased from 86 percent in 1980 to 77 percent in 1995. This is consistent with the reduction of service that has occurred during the last 5 years, but it is not as dramatic when viewed in relation to the approximately 70 percent reduction in the number of points served. The significance of service losses in these communities becomes clearer when viewed in the context of the socio-economic character of the region which is discussed in the following section.

4.3 Socio-Economic Characteristics of Impacted Communities.

The majority of the Utah communities impacted by abandonment of services have populations of 2500 or less, which is consistent with impacted communities in other parts of the country. Table 6 presents selected demographic characteristics of counties not currently served by intercity bus services as well as the state-wide characteristics. These communities are also not served by alternative transportation modes such as rail or air.

Table 6: Socio-Economic Characteristics of Impacted Communities

COUNTY	Total Pop	% Pop 0-15 yrs	% Pop 16-5 yrs	% Pop 55-6 yrs	% Pop >65 yrs	% Pop Mob Lim	% Pop $0-10000	% HH 0-car
Kane	5165	33.12	44.38	8.67	13.85	1.39	18.52	3.76
Garfield	3980	32.39	43.51	10.13	13.97	1.26	17.87	3.71
San Juan	12621	37.56	48.91	6.56	6.97	1.36	32.15	14.65
Piute	1277	28.37	39.46	11.75	19.42	3.33	23.56	3.78
Sanpete	16259	34.01	46.34	6.44	13.21	2.55	22.19	4.52
Morgan	5528	37.84	46.33	7.54	8.29	1.83	9.84	2.25
Rich	1725	39.19	43.02	6.55	11.25	1.53	17.59	3.25
Wayne	2177	33.72	43.22	7.63	15.43	2.84	21.29	2.71
State-wide	1722850	33.02	52.07	6.23	8.69	1.69	12.62	5.43

It can be seen from the Table 6 that in most impacted communities the percentage of elderly population (65 years or older), the percentage of people with a mobility limitation, and the percentage of households in the low income bracket ($ 0-10,000) are all higher than the state-wide average. However, it is interesting to note that, with the exception of San Juan County, the

percentages of households with no automobile available in the impacted communities are less than the state-wide average.

Selected communities in Kane, Garfield, San Juan, and Sanpete counties have limited transportation services, mostly paratransit services for senior citizens or persons with disabilities, that make occasional intercity trips for specific purposes such as health-care and recreational. Thus, although there is an apparent void due to the lack of an alternative form of transportation such as Greyhound, one may argue that automobiles and paratransit services are keeping the mobility at a reasonable level.

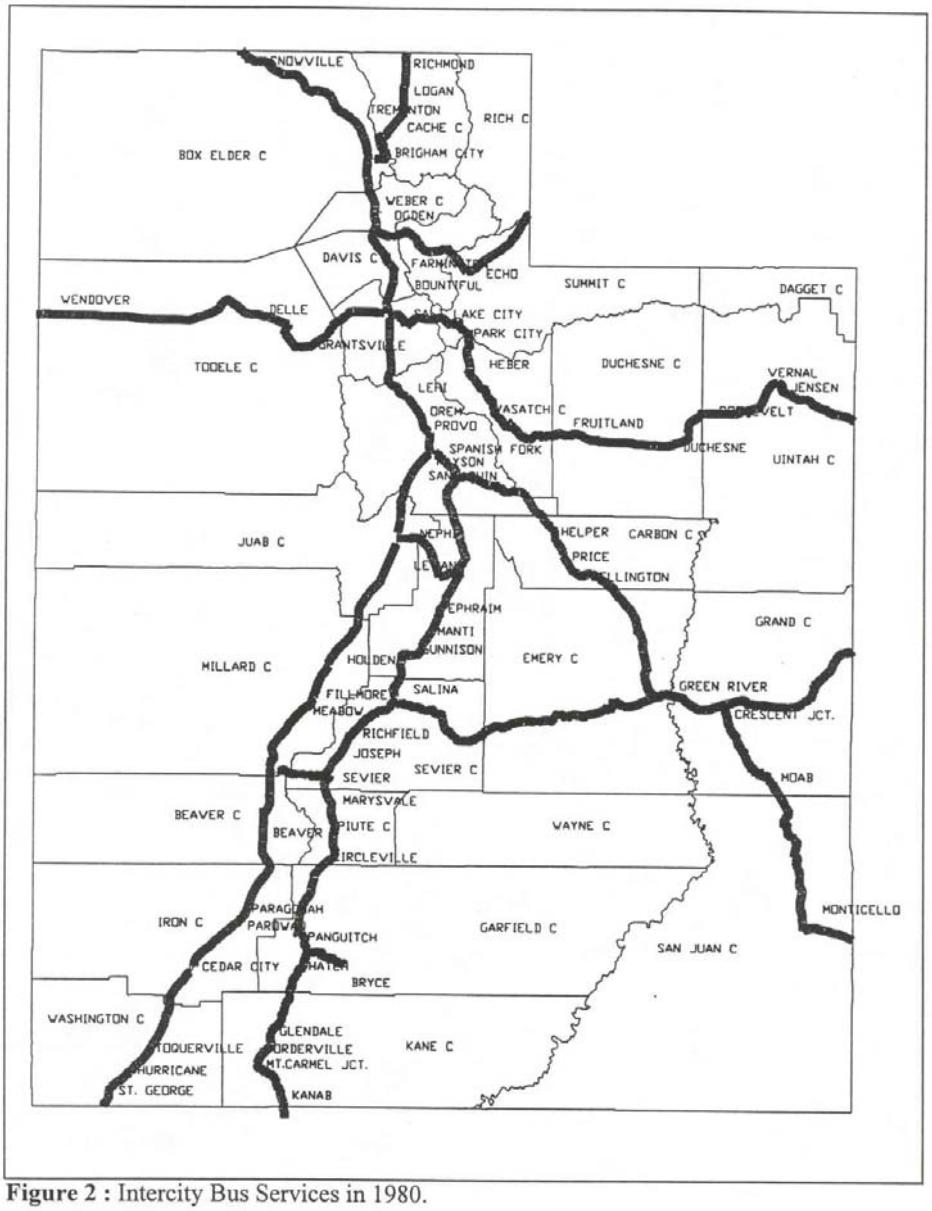

Figure 2 : Intercity Bus Services in 1980.

5.0 SURVEY FINDINGS

5.1 Survey of Transportation Providers

The first set of questionnaires was sent to 46 FTA Section 5310 Program participants and FTA Section 5311 program permanent contractors in the state of Utah, who were registered with the Utah DOT in 1995. These two groups, which are combined and termed *"service providers* ", were surveyed to ascertain their views on the extent to which public transportation needs in the state of Utah are being met. The survey also intended to gather information on the areas serviced, types of clientele served, and types of services provided.

5. 1 .1 Response Rate

As noted earlier, two mailings of the survey were done. The second mailing was only to respondents who had not returned the questionnaires within the specified four-week time frame. Three weeks after, if the questionnaire was still not returned, the respondents were contacted by telephone. Despite the persistent effort, the final return rate was approximately sixty percent. Figure 3 shows the distribution of questionnaire return rates by county.

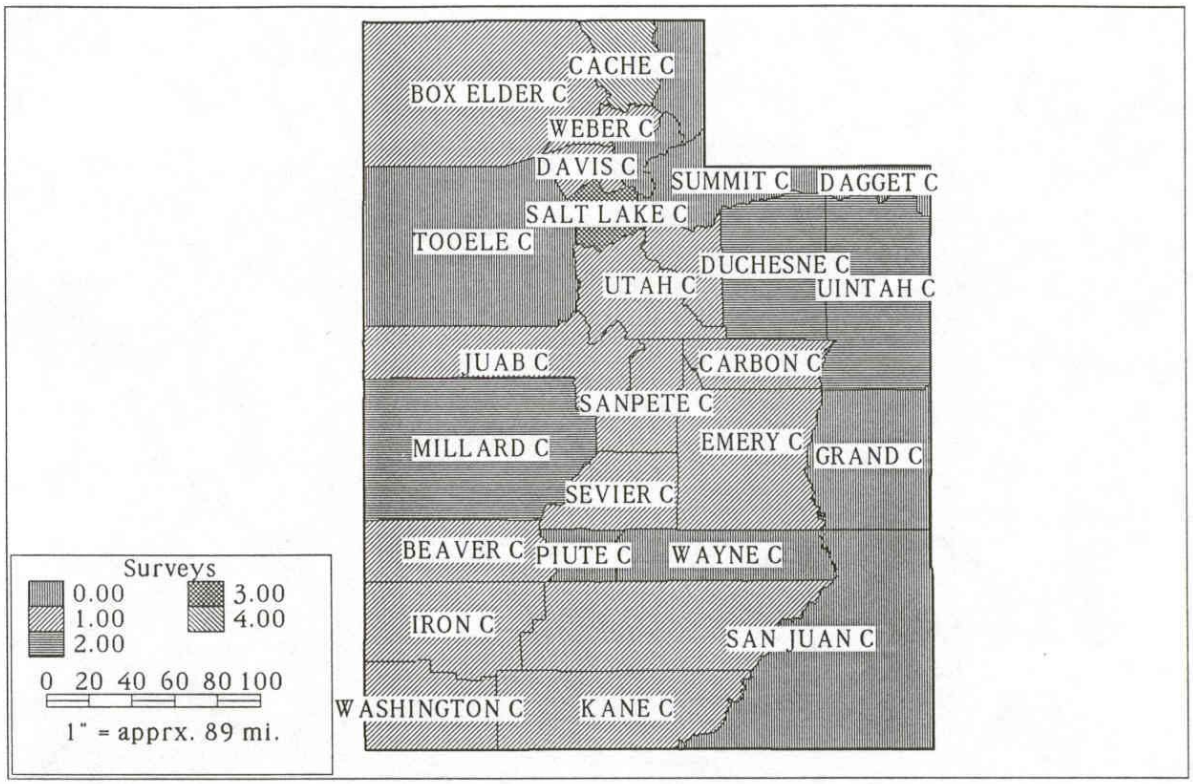

Figure 3: Distribution of Return Rates by County.

5.1.2 Types of Services and Users

Figures 4 and 5 show the distribution of types of services provided by the respondents and the types of clientele served respectively. It can be seen that, over 45 percent of the providers offer paratransit (demand-responsive) services but just over 5 percent offer intercity transportation. Almost 90 percent of the paratransit services cater to the needs of senior citizens and persons with disabilities with only seven percent of all services being offered to the general public.

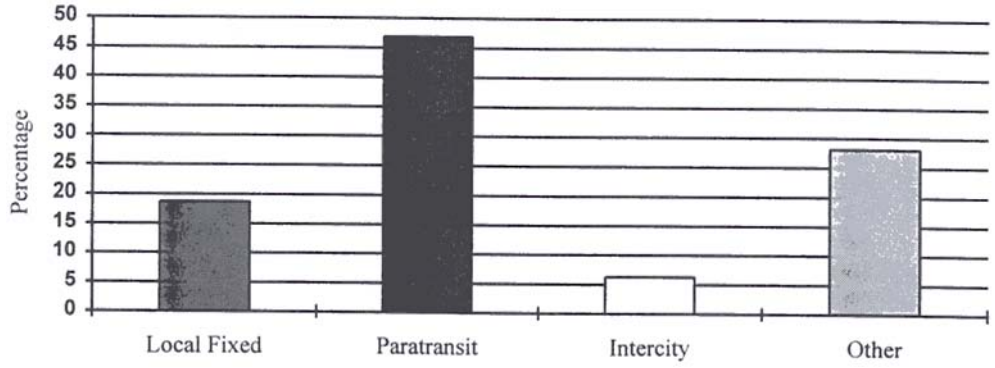

Figure 4: Distribution of Transportation Services.

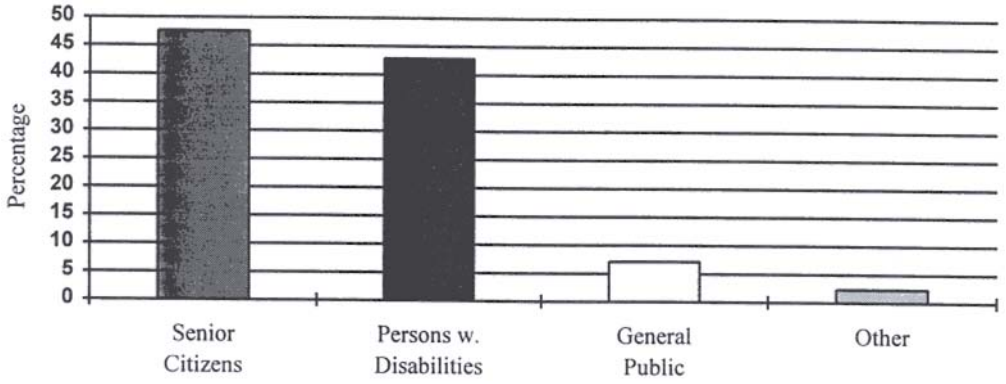

Figure 5: Distribution of Type of Clientele Served.

5.1.3 Needs Assessment

The extent to which local and intercity transportation needs are being met was assessed from the rankings (on a scale of 1 to 5) given by the respondents as shown in Figure 6.

It can be seen that, while only 40 percent of respondents thought that local transportation needs are poorly met, an overwhelming percentage (75 percent) thought that the intercity transportation needs in their area are poorly met.

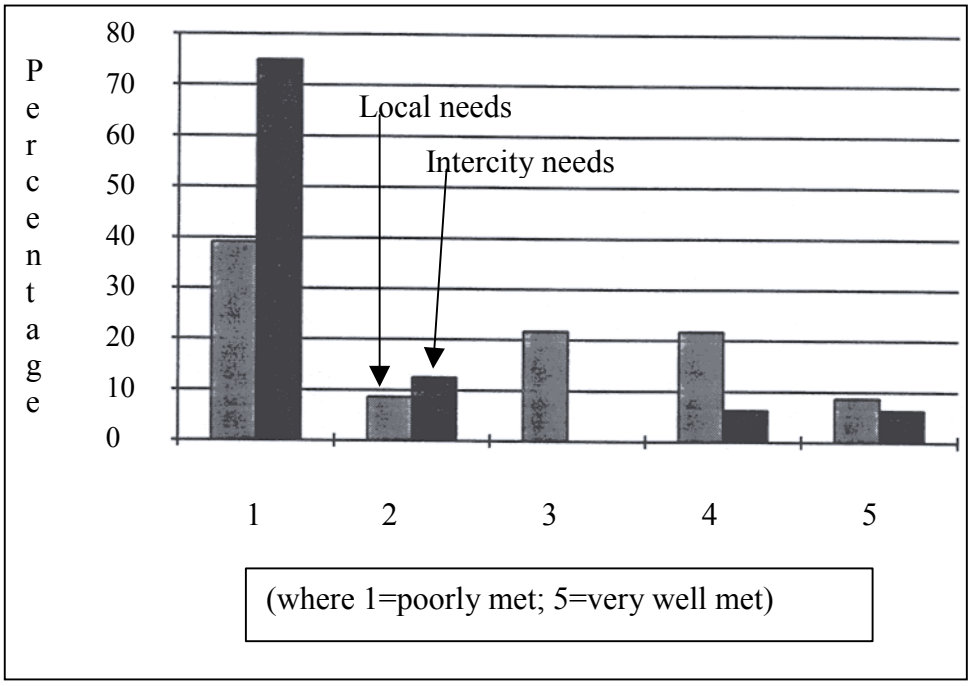

Figure 6: Local versus Intercity Needs Assessment

5.1.4 Priority for Investment

The rankings for investment priorities were analyzed in relation to four distinct categories: Marketing and Planning; Capital; Operating; and Coordination.

As seen from Figure 7, almost 75 percent of the respondents felt that investment in capital equipment and service coordination should be the highest priority compared to 50 percent whose priorities were marketing and planning and operating investment.

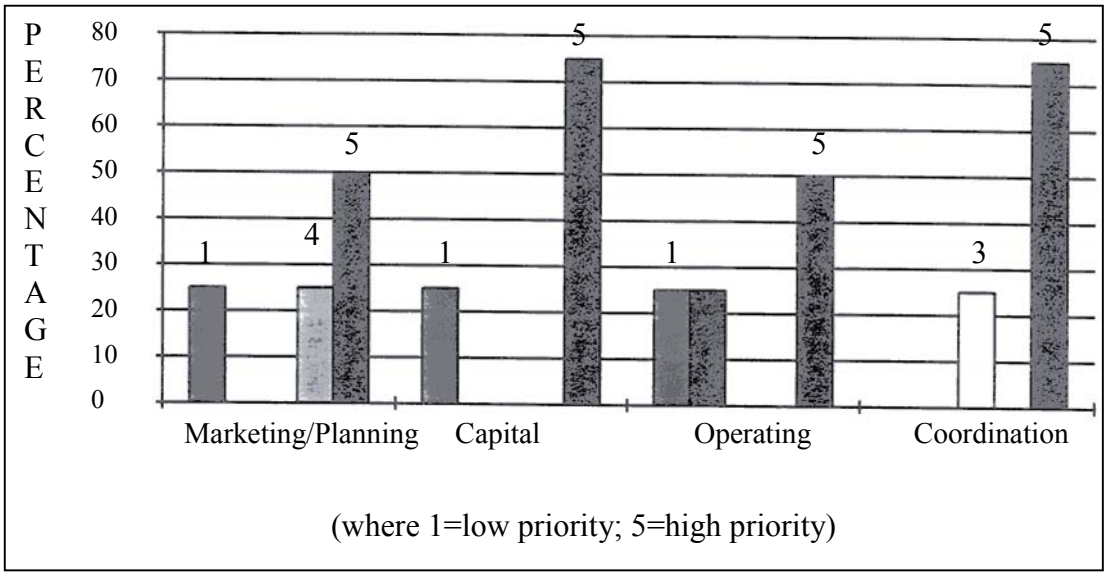

Figure 7: Investment Priority Rating for Intercity Transportation

5.1.5 New Intercity Routes

When asked to identify route(s), (origin-destination pairs), which they thought could benefit from the provision of services, some of the suggestions received included:

- Daily fixed route service from Kanab to St. George and a weekly route from cities and towns in Kane Co. to St. George.
- Provision of intercity transportation in south-eastern Utah.
- Transportation to and from towns in northern Cache Co. to Logan.
- General improvements in the intercity transportation services in Box Elder, Cache, Rich, and North Weber Co.

5.1.6 Comments

The following are direct quotes of suggestions contained in the questionnaire:

- “The need for more ADA accessible vans “
- "More flexibility when awarding vehicle types for rural areas".
- "More funding for more buses and more drivers, our seniors are not getting to doctors, shopping, hospitals, and visiting except to a very limited degree “.

A representative from Greyhound Lines (GL) expressed an interest to use Section 531 funds towards the construction of an intermodal facility in Salt Lake City and towards making existing bus stations throughout the State ADA accessible.

5.2 Survey of Transportation Services and Needs.

The second set of questionnaires was sent to elected state representatives and senators. This questionnaire was designed to assess the intercity transportation needs as viewed by the decision and policy makers, and was administered by the staff of the UDOT Transit Division.

5.2.1 Needs Assessment

As seen from Figure 8 most respondents (63 percent), felt that transportation needs in their respective areas are unmet.

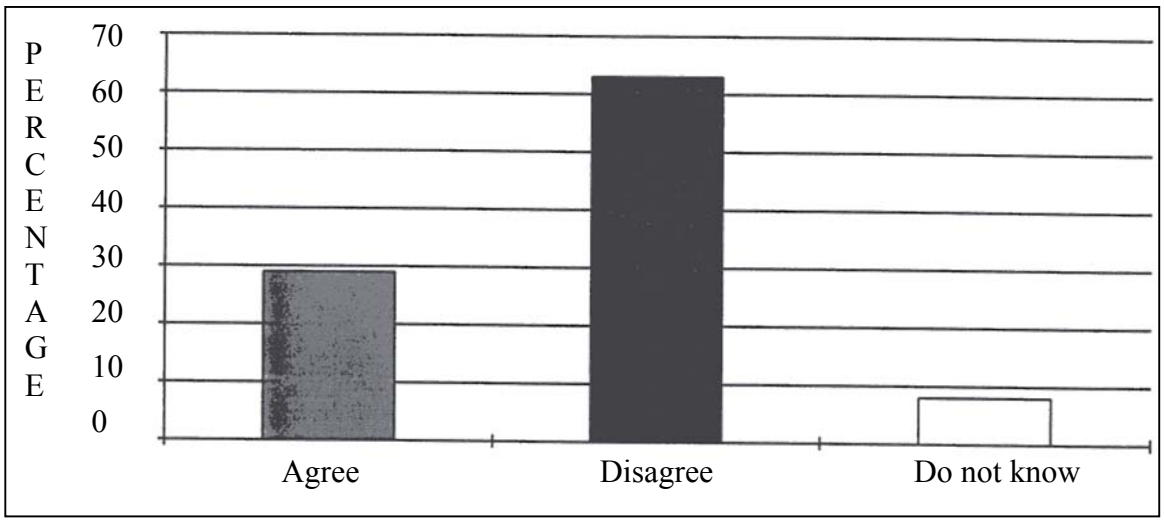

Figure 8: Transportation Needs Assessment

5.2.2 Impact of Service Discontinuation

When asked to rank how their community would be affected in case of discontinuation of services, most noted a severe to medium impact; approximately 78, 79, and 62 percent in case of a discontinuation of local, demand-responsive, and intercity services respectively. It is interesting to note from Figure 9 that, contrary to the service providers majority view less than 25 percent of the representatives and senators believed that a discontinuation of intercity services will have a severe impact on their communities.

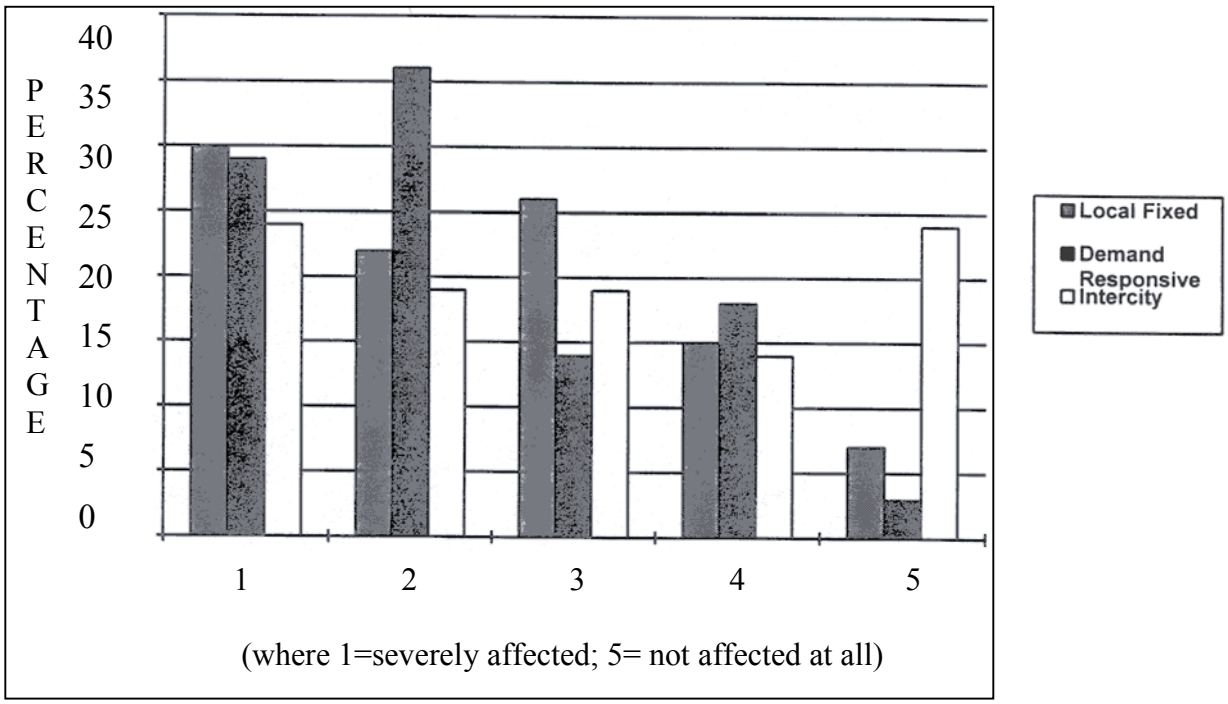

Figure 9: Community Impact Distribution by Discontinuation of Various Services.

5.2.3 Priority of Investment

It can be seen from Figure 10 that "next-day" demand responsive services (i.e. services to be reserved 24 hours in advance) and "local fixed route" services are considered the high investment priorities. Almost 65 percent of respondents felt that investment in a system to provide demand responsive services with a maximum of 24 hours advance reservation is a high to medium priority. Likewise, 70 percent felt the same way about local fixed-route services.

The need for investment to provide "same day" demand responsive services (instantaneous call-up services) received approximately equal rankings (high as well as low), but almost 60 percent felt the investment in intercity services should be "low priority".

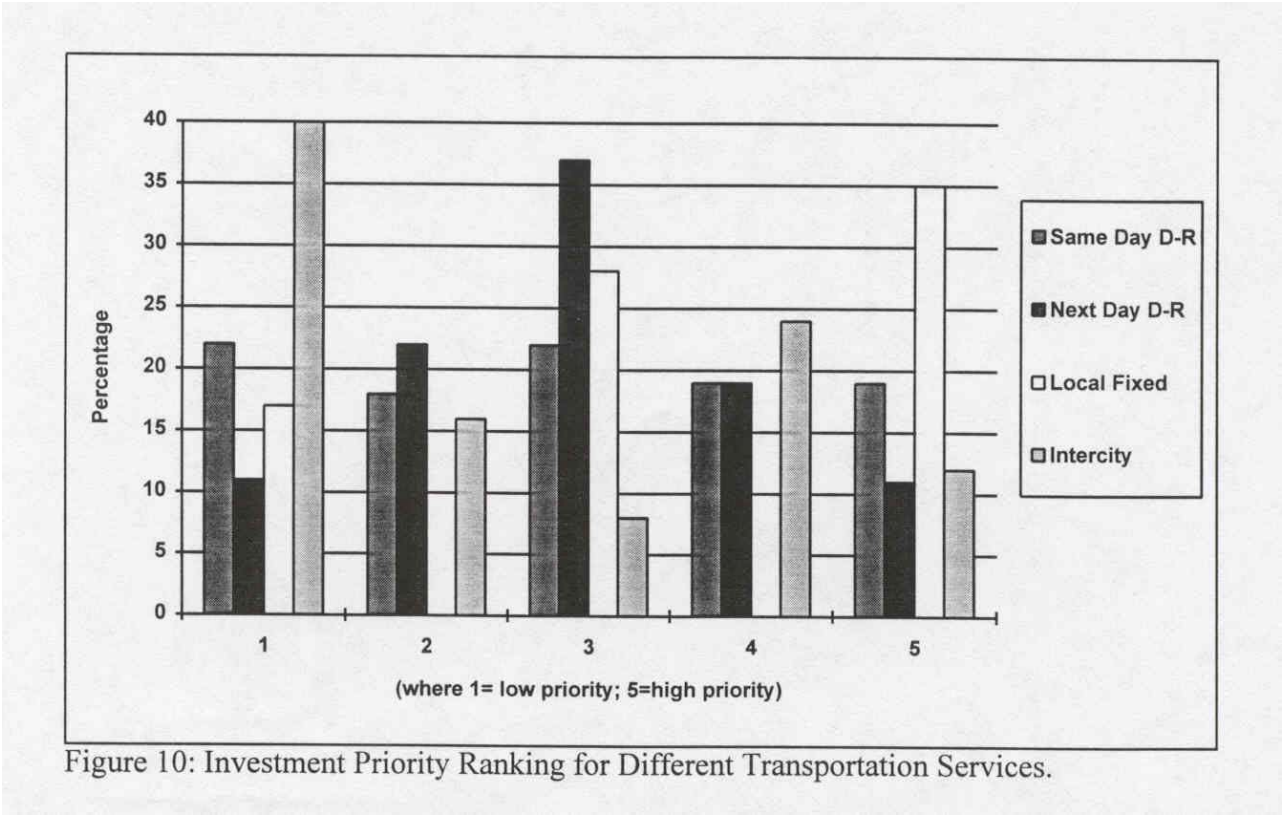

Figure 10: Investment Priority Ranking for Different Transportation Services.

5.2.4 General Comments

According to the representatives, the following are main concerns about public transportation services in their respective areas and the new routes or existing routes that could benefit from improvement of services:

(1). Several representatives from Salt Lake County, particularly south and west areas of Salt Lake County, suggested improvements in the east-west transit corridors, both in the frequency of services as well as the number of routes. Some of the comments from these areas included:

- "Transfers are a problem, it takes one hour to go from Taylorsville/Kearns to University of Utah."
- Direct services to more destinations.
- "Thirty minutes wait for bus is too long".
- Existing routes have inconvenient schedules and unreliable service.
- Provision of transit services on Sunday.

(2). Representatives from Ogden and Weber Counties suggested improvement of transit services in areas west of 1-15. Specific locations included services to West Point, West Clinton, Hooper, and Syracuse, Representatives in these counties also expressed their concern for the exclusion of Davis and Weber Counties into the light rail plans.

(3). A legislator representing Duchesne and Wasatch Counties pointed out the transportation deficiencies in these counties and suggested several routes to be added:

- Heber to Provo or alternatively Heber to Salt Lake City,
- Altamont to Roosevelt, and
- Tabiona to Duchesne to Roosevelt.

(4). Other comments included:

- Expansion of UT A services into Brigham City, both local and intercity services. Improvements in the Ogden-Salt Lake City transit corridor.
- Improvements in demand-responsive services throughout the state. Privatization of UTA
- Complaints from constituents about the lack of riders in UTA buses.
- Lack of support for light rail project.

6.0 INTERCITY DEMAND ANALYSIS

6.1 Demand for Selected Routes.

As part of the present study to assess the sustainability of intercity services on the basis of ridership, and not purely on perceived need, two major corridors were identified as possible candidates for intercity services. In these two corridors, the following different route combinations (three along Highway 89 in south-central Utah and one route covering Monticello, Moab, and Green River along Highway 191) were selected for illustrative purposes:

{1) Kanab- Orderville -Glendale -Hatch -Panguitch -Kingston -Junction -Marysvale -Joseph -Monroe -Elsinore -Richfield -Salina -Gunnison -Manti -Ephraim -Mt. Pleasant -Fairview -Spanish Fork

(2) Kanab -Orderville -Glendale -Hatch -Panguitch -Kingston -Junction -Marysvale -Joseph -Monroe -EIsinore -Richfield

(3) Richfield -Salina -Gunnison -Manti- Ephrain1- Mt. Pleasant -Fairview -Spanish Fork

(4) Monticello -Moab -Green River

A route similar to option (1) was operated by Trailways Inc. until it was discontinued in 1984. The route used as option (4) was discontinued in 1987.

The models used to estimate ridership are presented in the reference "Planning Techniques for Intercity Transportation Services"(4). These models can be used to estimate the number of monthly passengers on a given route as a function of the frequency of service, the population served, the fares, and the trip distance. The following consequences are explained by the models given in Table 7.

- Increases in frequency and service area population result in increases in ridership.
- Increases in fares and trip distance lead to decreases in ridership.

Table 7: Demand Estimation Equations.

Route Distance miles	Passengers/month	Round trip frequency	Population served	Fare per mile	Constant
20-60	"	$=Freq^{1.032}$	$xPop^{0.376}$	$XFare^{-.645}$	X17.989
20-120	"	$=Freq^{1.093}$	$xPop^{0.409}$	$XFare^{-.352}$	X6.871
120+	"	$=Freq^{0.415}$	$xPop^{0.726}$	N/A	X1.510

where

Round Trip Frequency = scheduled round trips per week on the route

Population Served = the population served, defined as the sum of the populations of the villages, towns, and cities along the route, divided by 100.

Fare per mile = fare per mile in cents, found by dividing the cost of a one way fare between the endpoints of each route by the one way distance between those points.

The proponents of the above models suggest using them with caution if:

- routes involve significant levels of *overhead* (i.e. through) ridership,
- routes are longer than 120 miles, and
- there is intensive intennodal competition.

Under the above conditions, monthly ridership estimates were derived for options (1) through (4) using Equations (2) and (3) given in Table 7 based on one daily round-trip and a one-way fare of 10 cents per mile. Populations of communities along these routes given in Table 8 are based on the 1990 Bureau of Census Statistics.

Table 8: Service Population for Selected Routes

PLACE	POPULATION	PLACE	POPULATION	PLACE	POPULATION
Kanab	3289	Marysvale	344	Ephraim	3363
Orderville	443	Joseph	220	Mt. Pleasant	2092
Glendale	282	Monroe	1472	Fairview	977
Hatch	113	Elsinore	586	Spanish Fork	11272
Panguitch	1434	Richfield	5593	Monticello	1806
Circleville	408	Salina	1943	Moab	3791
Kingston	171	Gunnison	1298	Green River	881
Junction	122	Manti	2259	-	-

It is evident that, except in Spanish Fork (population 11,272), the population of none of these communities exceeds 10,000 inhabitants. Also experience tells us that cities of 10,000 or less produce on the average about one round trip per day. Thus, on the basis of the models given in Table 7, and the above rule-of-thumb, the demand on the four routes was estimated as shown in Table 9,

It is clear that, although some may perceive or argue that there is a critical "need" for intercity services in these communities, ridership estimates of 4 to 9 passengers per day are too low to justify regular intercity bus services along these corridors. Other service options such as paratransit services are better suited for this type of demand characteristics and should be explored.

Table 9 Demand Estimation Results

OPTION	MONTHLY RIDERSHIP	DAILY RIDERSHIP	TOTAL SERVICE POPULATION	ONE-WAY DISTANCE (mi)
(1)	251	9	37,681	262
(2)	125	4	14,477	151
(3)	206	7	28,797	111
(4)	143	5	6658	104

7.0 CONCLUSIONS AND RECOMMENDATIONS

This study focused on the issues of availability and need for intercity transportation in Utah. Its primary intents were to determine the extent to which intercity transportation needs in Utah are currently met and how best could the Section 5311 (f) funds be utilized to enhance the quality of intercity transportation services.

According to the information gathered from a variety of sources, intercity transportation services have been on the decline since 1980, even though the rate of service abandonment after 1990 has been small. This declining trend has left more than 20 percent of the state's population without easy access to an alternate form of intercity transportation services. In other words approximately 20 percent of the population now live more than 5 miles away from an intercity bus stop. The segment of the population most impacted by this situation is the elderly, which in many instances is also the low income group with limited access to a private transport. Hence, access to intercity transport could be perceived as lacking for a significantly large portion of the population living in non-urbanized areas of Utah.

As many agencies in the US, and the group of service providers and elected representatives from Utah have suggested, there are numerous measures available to correct the above deficiencies and trends. These measures could be categorized into three principal groups. They are listed below in order of practicality/ implementability as perceived by the consultant and the elected representatives of Utah

a) Coordination of Services
b) User Subsidies
c) Operator Subsidies

While these three measures or their derivatives have all been tried and proven in one or more places, the challenge always is to find money for implementation. Thus, with due consideration to resource limitations and the suggestions from the survey conducted as part of this study, the consultant developed a three step approach to address concerns about unmet intercity transportation needs. This approach is illustrated in Figure 11 and described below.

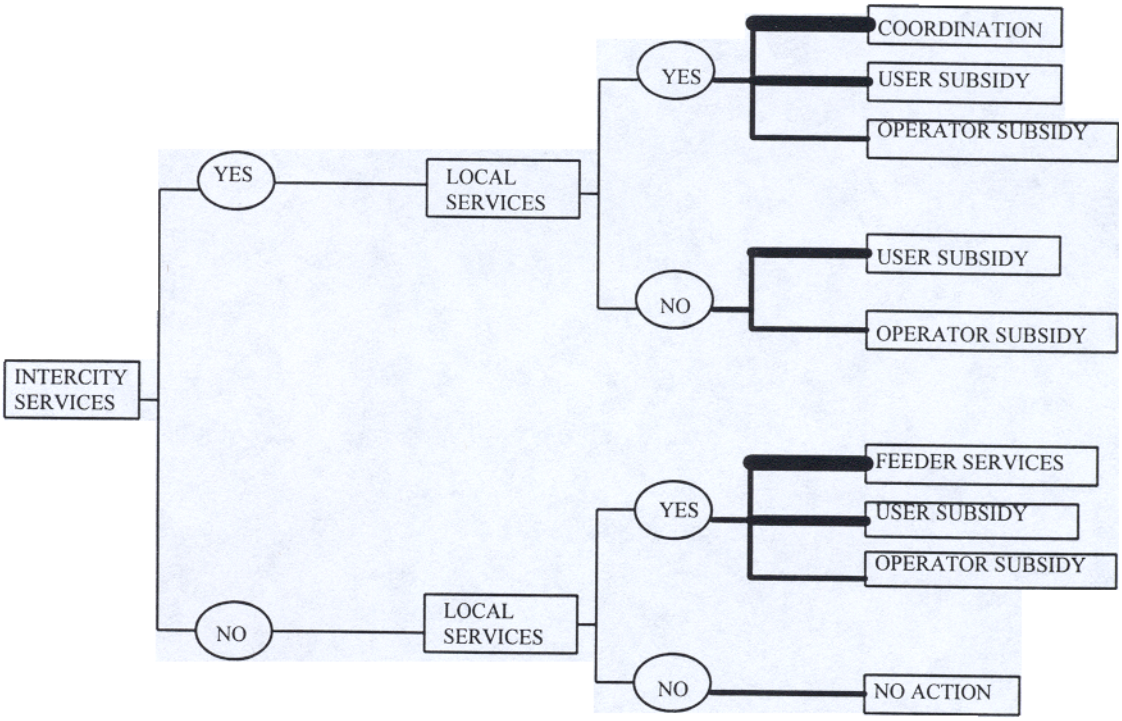

Figure 11: Choices for Section 5311 (f) Funds Allocation

The rationale behind this approach is that, it formalizes the decision-making process. It enables the decision-maker to focus only on the feasible corrective measures from the outset. For example if there were no local services, there may not be any use of considering service coordination. In terms of the corrective measures or improvement strategies, the following definitions were developed by the consultants.

Coordination

This involves any undertakings to integrate time tables, change service hours to match other services, pooling of equipment and personnel to increase equipment utilization and service coverage, and providing feeder service to points served by intercity transport providers. A good example to follow in this regard is Greyhound' RCP, which is described in section 3.2 of this report.

User-Subsidies

A user subsidy is a grant or allowance given directly to the user to enable him or her to secure

transportation services. The amount may cover the cost of one or two trips per month to the city of one's choice, and it may be paid to a party of one's choice (e.g. taxi cab, paratransit provider, etc.). This from of subsidy has been discussed in Florida and is very common in Europe. The difficulty with a user subsidy is its administration. However, as in Europe if it could be administered by the revenue services or the DHSS, which are geared to treat with individuals, many of these problems could be solved.

Operator Subsidy

The least preferred and perhaps the most controversial measure is to provide money directly to the operator in the form of a subsidy to cover revenue short falls. However, because, many of the service providers suggested that more grants be given to operators for capital equipment, an operator subsidy here is defined as a grant to enable an operator to purchase new equipment or replace old equipment if they provide intercity services and/or expand their local services to increase coordination with existing intercity services.

In closing, the importance of identifying the programs or options available under each corrective measure must be re-iterated. For example, RCP has been identified here as an example under coordination. However, the cost of RCP has been found to be as high as $2.2 million. Thus such options are inappropriate if there are budget limitations.

To develop a practical set of options, a further study is recommended. It should be done in cooperation with service providers to ensure that options are relevant to local conditions and to obtain reliable cost estimates.

APPENDICES

APPENDIX A

LIST OF REFERENCES

(1) GAO, Availability of Intercity Bus Service Continues to Decline. Report to the Chairman, Surface Transportation Subcommittee, Committee on Commerce, Science and Transportation, US Senate. GAO/RCED-92-126. June 1992.

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(3) Due, John F., Allen, Benjamin J., Kihl, Mary R., and Crum, Michael R. Transportation Services to Small Rural Communities: effects of deregulation. Ames: Iowa State University Press, 1989.

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(5) U.S. Department of Transportation Intercity Bus Feeder Project Program Analysis. Final Report. DOT-T-91-03

(6) U.S Department of Transportation, Bureau of Transportation Statistics, National Transportation Atlas Data Bases: 1995

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(14) Colorado Intercity Bus Critical Route Analysis. Final Report.. COMSIS Corporation. Prepared for Colorado Association of Transportation Agencies. March, 1989.

(15) Fitzpatrick, K., Kuenzer, K., Lienau, T., and Urbanik, T. Intercity Bus Industry in Texas. FHWA/TX-94-1337-1F. November, 1993.

(16) Russell's Official National Motor Coach Guide, Cedar Rapids, Iowa. 1980-1995.

APPENDIX B

Section 5311 (f) IntercitY Bus Transportation:

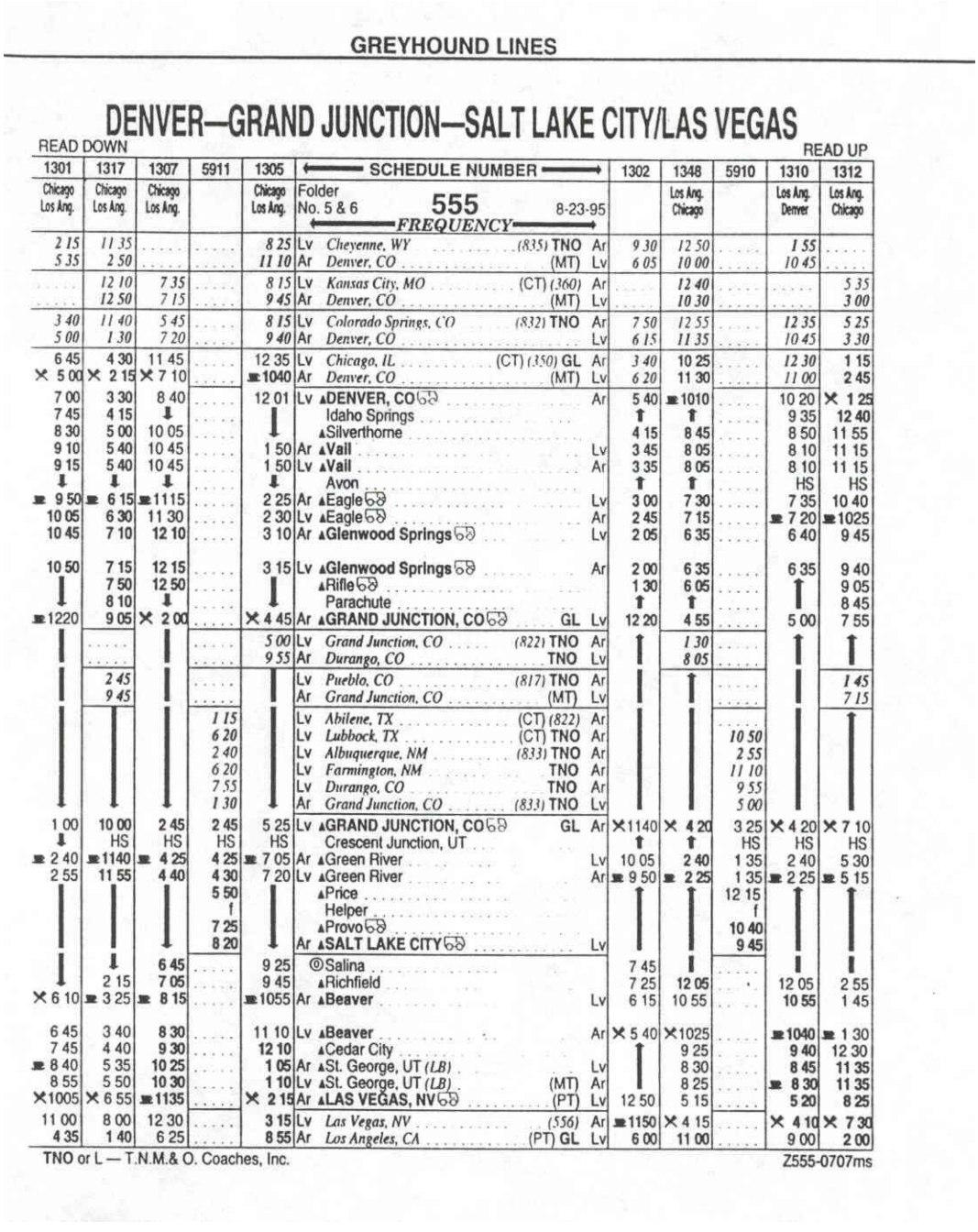
(1) FUNDING OF PROGRAM. Subject to paragraph (2), a State shall expend not less than 5 percent of the amounts made available to such State under this Section in fiscal year 1992, 10 percent of such amounts in fiscal year 1993, and 15 percent of such amounts in fiscal year 1994 and each fiscal year beginning thereafter to carry out a program for the development and support of intercity bus transportation. Eligible activities under such a program include planning and marketing for intercity bus transportation, capital grants for intercity bus shelter, joint-use bus stops and depots, operating grants through purchase-of -service agreements, user-side subsidies and demonstration projects, and coordination of rural connections between small transit operators and intercity bus carriers.

(2) CERTIFICATION. A State shall not be required to comply with paragraph (1) in any fiscal year in which the Governor certifies to the Secretary that the intercity bus service needs of the State are being adequately met.

(3) SPECIAL RULE. For fiscal year 1992, a state may meet the requirement of paragraph (1) by expanding to carry out the program in paragraph (1) at least 50 percent of the increase in the amount allocated to the State under this Section between fiscal year 1991 and fiscal year 1992

APPENDIX C

GREYHOUND SCHEDULES



GREYHOUND LINES

DENVER—GRAND JUNCTION—SALT LAKE CITY/LAS VEGAS

READ DOWN — READ UP

1301	1317	1307	5911	1305	SCHEDULE NUMBER			1302	1348	5910	1310	1312
Chicago Los Ang.	Chicago Los Ang.	Chicago Los Ang.		Chicago Los Ang.	Folder No. 5 & 6 — 555 — 8-23-95				Los Ang. Chicago		Los Ang. Denver	Los Ang. Chicago
					FREQUENCY							
2 15	11 35	.....	.....	8 25	Lv *Cheyenne, WY*	*(835)* TNO	Ar	9 30	12 50	.....	1 55	.....
5 35	2 50	.....	.....	11 10	Ar *Denver, CO*	(MT)	Lv	6 05	10 00	.....	10 45	.....
.....	12 10	7 35	.....	8 15	Lv *Kansas City, MO*	(CT) *(360)*	Ar	.....	12 40	.....	.....	5 35
.....	12 50	7 15	.....	9 45	Ar *Denver, CO*	(MT)	Lv	.....	10 30	.....	.....	3 00
3 40	11 40	5 45	.....	8 15	Lv *Colorado Springs, CO*	*(832)* TNO	Ar	7 50	12 55	.....	12 35	5 25
5 00	1 30	7 20	.....	9 40	Ar *Denver, CO*		Lv	6 15	11 35	.....	10 45	3 30
6 45	4 30	11 45	.....	12 35	Lv *Chicago, IL*	(CT) *(350)* GL	Ar	3 40	10 25	.....	12 30	1 15
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7 00	3 30	8 40	.....	12 01	Lv ▲**DENVER, CO**		Ar	5 40	■1010	.....	10 20	✕ 1 25
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9 10	5 40	10 45	.....	1 50	Ar ▲**Vail**		Lv	3 45	8 05	.....	8 10	11 15
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⬆	⬆	⬆	*1 15*	⬆	Lv *Abilene, TX*	(CT) *(822)*	Ar	⬆	⬆	.....	⬆	⬆
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⬆	⬆	⬆	*6 20*	⬆	Lv *Farmington, NM*	TNO	Ar	⬆	⬆	*11 10*	⬆	⬆
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⬇	⬇	⬇	*1 30*	⬇	At *Grand Junction, CO*	*(833)* TNO	Lv	⬆	⬆	*5 00*	⬆	⬆
1 00	10 00	2 45	2 45	5 25	Lv ▲**GRAND JUNCTION, CO**	GL	Ar	✕1140	✕ 4 20	3 25	✕ 4 20	✕ 7 10
⬇	HS	HS	HS	HS	Crescent Junction, UT			⬆	⬆	HS	HS	HS
■ 2 40	■1140	■ 4 25	4 25	■ 7 05	Ar ▲Green River		Lv	10 05	2 40	1 35	2 40	5 30
2 55	11 55	4 40	4 30	7 20	Lv ▲Green River		Ar	■ 9 50	■ 2 25	1 35	■ 2 25	■ 5 15
⬆	⬆	⬆	5 50	⬆	▲Price			⬆	⬆	12 15	⬆	⬆
⬆	⬆	⬆	f	⬆	Helper			⬆	⬆	f	⬆	⬆
⬆	⬆	⬆	7 25	⬆	▲Provo			⬆	⬆	10 40	⬆	⬆
⬇	⬇	⬇	8 20	⬇	Ar ▲**SALT LAKE CITY**		Lv	⬆	⬆	9 45	⬆	⬆
⬆	⬆	6 45	.....	9 25	ⓞSalina			7 45	⬆	.....	⬆	⬆
⬆	2 15	7 05	.....	9 45	▲Richfield			7 25	12 05	.....	12 05	2 55
✕ 6 10	■ 3 25	■ 8 15	.....	■1055	Ar ▲**Beaver**		Lv	6 15	10 55	.....	10 55	1 45
6 45	3 40	8 30	.....	11 10	Lv ▲**Beaver**		Ar	✕ 5 40	✕1025	.....	■1040	■ 1 30
7 45	4 40	9 30	.....	12 10	▲Cedar City			⬆	9 25	.....	9 40	12 30
■ 8 40	5 35	10 25	.....	1 05	Ar ▲St. George, UT *(LB)*		Lv	⬆	8 30	.....	8 45	11 35
8 55	5 50	10 30	.....	1 10	Lv ▲St. George, UT *(LB)*	(MT)	Ar	⬆	8 25	.....	■ 8 30	11 35
✕1005	✕ 6 55	■1135	.....	✕ 2 15	Ar ▲**LAS VEGAS, NV**	(PT)	Lv	12 50	5 15	.....	5 20	8 25
11 00	8 00	12 30	.....	3 15	Lv *Las Vegas, NV*	*(556)*	Ar	■1150	✕ 4 15	.....	✕ 4 10	✕ 7 30
4 35	1 40	6 25	.....	8 55	Ar *Los Angeles, CA*	(PT) GL	Lv	6 00	11 00	.....	9 00	2 00

TNO or L — T.N.M.& O. Coaches, Inc.

Z555-0707ms

SALT LAKE CITY—DENVER—OMAHA—CHICAGO

READ DOWN

SCHEDULE NUMBER →			1340	1312			1342		6244	1314		1348	1306	6242	1308
Folder No. 6 & 27 **350** 8-23-95			Denver Chicago	Los Ang. Chicago			Denver Chicago			San Fran. Chicago		Los Ang. Chicago	San Fran. Denver		San Fran. Chicago
FREQUENCY →															
San Francisco, CA	(PT) *(540)* GL	Lv	.....	.....	.....	.....	.....	.....	.....	1 00	.....	.....	6 15	.....	12 30
Sacramento, CA		Lv	.....	.....	.....	.....	.....	.....	.....	3 40	.....	.....	8 55	.....	2 50
Reno, NV	(PT) *(550)*	Lv	.....	.....	.....	.....	.....	.....	.....	7 30	.....	.....	12 05	.....	6 15
Salt Lake City, UT	(MT)	Ar	.....	.....	.....	.....	.....	.....	.....	✕ 6 30	.....	.....	✕1035	.....	✕ 5 40
Los Angeles, CA	(PT) *(556)*	Lv	*9 00*	*2 00*	.....	.....	*6 00*	.....	*1 00*	↓	.....	11 00	↓	.....	*12 01*
Las Vegas, NV	(PT) *(545)*	Lv	*5 10*	*8 25*	.....	.....	*12 50*	.....	*9 20*	↓	.....	5 15	↓	.....	*6 30*
Salt Lake City, UT	(MT)	Ar	↓	↓	.....	.....	↓	.....	*6 40*	↓	.....	↓	↓	.....	*4 50*
Portland, OR	(PT) *(500)*	Lv	↓	↓	.....	.....	↓	.....	*1 00*	↓	.....	↓	*3 50*	.....	*10 30*
Boise, ID	(MT)	Lv	↓	↓	.....	.....	↓	.....	*12 15*	↓	.....	↓	*3 20*	.....	*9 40*
Salt Lake City, UT		Ar	↓	↓	.....	.....	↓	.....	*7 40*	↓	.....	↓	*11 15*	┘	*6 20*
▲**SALT LAKE CITY, UT** 🚌		Lv	↓	↓	.....	.....	↓	.....	8 00	8 00	.....	↓	11 45	*7 00*	7 00
▲Echo, UT			↓	↓	.....	.....	↓	.....	↓	9 00	.....	↓	12 45	↓	8 00
▲Evanston, WY			↓	↓	.....	.....	↓	.....	9 35	9 40	.....	↓	1 25	↓	8 40
Fort Bridger			↓	↓	.....	.....	↓	.....	↓	f	.....	↓	↓	↓	f
▲Lyman			↓	↓	.....	.....	↓	.....	↓	10 25	.....	↓	↓	↓	9 25
Green River			↓	↓	.....	.....	↓	See	↓	11 25	.....	↓	↓	↓	D 10 25
▲**Rock Springs**		Ar	↓	↓	.....	.....	↓	Table	✕1120	✕1150	.....	↓	✕ 3 10	↓	■1050
▲**Rock Springs**		Lv	↓	↓	.....	.....	↓	555	12 01	12 20	.....	↓	3 40	↓	11 05
ⓘWamsutter *(Conoco)*			See	↓	.....	.....	↓	.....	↓	↓	.....	↓	4 45	See	↓
▲Rawlins *(LB)*			Table	↓	.....	.....	↓	.....	1 50	2 10	.....	↓	5 30	Table	12 50
Rawlins (McDonald's)			555	↓	.....	.....	↓	.....	↓	↓	.....	↓	↓	364	↓
(Stop En route)			↓	↓	.....	.....	↓	.....	↓	↓	.....	↓	↓	↓	↓
▲Laramie *(LB)*			↓	↓	.....	.....	↓	.....	3 35	3 45	.....	↓	7 15	↓	2 35
▲**CHEYENNE, WY** 🚌		Ar	↓	↓	.....	.....	↓	.....	↓	✕ 4 45	.....	↓	↓	↓	■ 3 35
▲**CHEYENNE, WY** 🚌		Lv	↓	↓	.....	.....	↓	.....	↓	5 15	.....	↓	↓	↓	3 50
Sapp Brothers *(Fuel)*			↓	↓	.....	.....	↓	.....	↓	5 25	.....	↓	↓	↓	4 00
Sapp Brothers *(Fuel)*			↓	↓	.....	.....	↓	.....	↓	5 55	.....	↓	↓	↓	4 30
▲Fort Collins, CO 🚌 *(LB)*		Ar	↓	↓	.....	.....	↓	.....	4 50	↓	.....	↓	8 30	↓	↓
▲**DENVER, CO** 🚌		Ar	*10 20*	■ 1 25	.....	.....	*5 40*	.....	6 10	↓	.....	■1010	9 45	*6 55*	↓
▲**DENVER, CO** 🚌		Lv	11 00	2 45	.....	.....	6 35	←	←	↓	.....	11 30	↓	.....	↓
Kimball, NE			↓	↓	.....	.....	↓	.....	↓	↓	.....	↓	↓	.....	5 50
▲Potter			↓	↓	.....	.....	↓	.....	↓	↓	.....	↓	↓	.....	6 15
Sidney			↓	↓	.....	.....	↓	.....	↓	↓	.....	↓	↓	.....	6 40
▲Lodgepole			↓	↓	.....	.....	↓	.....	↓	↓	.....	↓	↓	.....	7 05
Chappell, NE			↓	↓	.....	.....	↓	.....	↓	↓	.....	↓	↓	.....	7 20
▲Fort Morgan, CO 🚌			12 20	4 05	.....	.....	↓	.....	↓	↓	.....	12 50	↓	.....	↓
▲Brush 🚌			12 40	4 25	.....	.....	↓	.....	↓	↓	.....	1 10	↓	.....	↓
▲Sterling 🚌 *(LB)*			1 20	5 05	.....	.....	↓	.....	↓	↓	.....	1 50	↓	.....	↓
Julesburg, CO			D	↓	.....	.....	↓	.....	↓	↓	.....	↓	↓	.....	↓
▲**Ogallala, NE** *(LB)*			3 00	6 45	.....	.....	10 20	.....	↓	↓	.....	↓	↓	.....	8 15
(Rest/Meal stop)		Ar	✕ 3 05	✕ 6 50	.....	.....	■1025	.....	↓	■ 8 40	.....	■ 3 25	↓	.....	✕ 8 20
(Rest/Meal stop)		Lv	3 40	7 25	.....	.....	10 40	.....	↓	8 55	.....	3 40	↓	.....	9 15
Paxton	(MT)		↓	↓	.....	.....	↓	.....	↓	↓	.....	↓	↓	.....	9 50
Sutherland	(CT)		↓	↓	.....	.....	↓	.....	↓	↓	.....	↓	↓	.....	11 08
▲**North Platte** *(LB)*		Ar	5 40	9 25	.....	.....	↓	.....	↓	↓	.....	5 40	↓	.....	11 33
▲**North Platte** *(LB)*		Lv	5 50	9 35	.....	.....	↓	.....	↓	↓	.....	5 45	↓	.....	11 40
ⓟGothenburg			D 6 35	↓	.....	.....	↓	.....	↓	↓	.....	↓	↓	.....	12 30
▲Cozad			D 6 45	↓	.....	.....	↓	.....	↓	↓	.....	↓	↓	.....	12 45
▲Lexington *(LB)*			7 05	↓	.....	.....	↓	.....	↓	↓	.....	6 50	↓	.....	1 05
⚘Overton			↓	↓	.....	.....	↓	.....	↓	↓	.....	↓	↓	.....	1 20
Ⓜ Elm Creek			↓	↓	.....	.....	↓	.....	↓	↓	.....	↓	↓	.....	1 30
▲Kearney *(LB)*			7 45	↓	.....	.....	↓	.....	↓	↓	.....	7 30	↓	.....	1 50
⚘Shelton			↓	↓	.....	.....	↓	.....	↓	↓	.....	↓	↓	.....	2 20
Grand Island (Burger King)			↓	↓	.....	.....	↓	.....	↓	↓	.....	↓	↓	.....	✕ *35*
▲**Grand Island, NE** *(LB)*		Ar	8 35	12 05	.....	.....	↓	.....	↓	↓	.....	8 20	↓	.....	3 35

Z350C-0721dh

READ DOWN

SCHEDULE NUMBER			1340	1312		5746	1342	5744		1314	5742	1348			1308
Folder No. 6 & 27 **350** 8-23-95			Denver Chicago	Los Ang. Chicago			Denver Chicago			San Fran. Chicago					Salt Lake Chicago
FREQUENCY						*5*									
▲**Grand Island, NE** *(LB)*		Lv	8 40	12 10								8 20			3 45
Henderson			✕ *40"*	*15"*			*15"*			*15"*		*35"*			↓
⊕York			↓									9 40			4 30
▲**Lincoln**		Ar	11 00									10 35			5 25
▲**Lincoln**		Lv	11 05									10 40			5 35
▲**OMAHA, NE**	**GL**	Ar	■1205	■ 2 35			✕ 5 25			■ 3 35		✕1140			✕ 6 35
Omaha, NE *(301)*	**GL**	Lv					*7 20*								*7 25*
Kansas City, MO	**GL**	Ar					*12 30*								*11 40*
Omaha, NE *(301)*	**GL**	Lv			*4 30*										
Sioux City, IA		Ar			*6 15*										
Sioux Falls, SD		Ar			*8 25*										
▲**OMAHA, NE**		Lv	1 00	3 35			6 10			4 25		12 25			8 00
Underwood, IA												↓			DH
▲Anita												1 40			↓
▲**Des Moines, IA**	**GL**	Ar	■ 3 15	✕ 5 50			■ 8 25			✕ 6 40		■ 2 50			■1015
Des Moines, IA *(751)*	**JL**	Lv	*3 50*				*11 20*								*11 20*
Minneapolis, MN		Ar	*10 15*		*3 05*		*5 30*								*5 20*
Kansas City, MO *(751)*		Lv	*12 01*								*7 30*	*7 30*			*7 00*
Des Moines, IA	**JL**	Ar	*3 15*								*11 10*	*11 10*			*10 55*
▲**Des Moines, IA**	**GL**	Lv	3 30	6 30			8 40	8 45		7 15	11 30	3 05			11 00
▲Ames								9 25			12 10				
▲Marshalltown								10 05			12 50				
▲Tama *Toledo*		Ar						10 35			1 20				
▲Tama *Toledo*		Lv						10 35			1 25				
ⓔNewton							9 15	↓			↓				
▲**CEDAR RAPIDS**		Ar	■ 5 45					■1135			2 25				
▲**CEDAR RAPIDS**		Lv	6 00					11 50			2 35				
▲Iowa City		Ar	6 35	8 30				12 25			3 10	5 05			1 00
▲Iowa City		Lv	6 40	8 35				12 30			3 15	5 10			1 05
Walcott Jct. *(Hardee's/76 Truck Stop)*		Ar	↓	■ 9 20			✕1125	✕ 1 15		■ 9 50	✕ 4 00	✕ 5 55			■ 1 50
Walcott Jct. *(Hardee's/76 Truck Stop)*		Lv		9 35			11 55	1 45		10 05	4 30	6 25			2 05
▲**Davenport, IA**		Ar	7 45	10 00			12 20	2 10		10 30	4 55	6 50			↓
▲**Davenport, IA**		Lv	7 55	10 15			12 30	2 15		10 35	5 00	6 55			
▲Moline, IL *(Quad City Airport)*			8 15					2 35			5 20	7 15			
▲Dixon			9 55					4 15			↓	↓			
Rochelle			↓					D 4 50							
▲De Kalb			10 55			2 30		5 15							
▲Aurora			11 25	↓		↓	2 50	5 50		↓	↓	↓			
▲**CHICAGO, IL**	**GL**	Ar	12 30	1 15		3 40	3 55	6 55		1 35	8 30	10 25			5 30
Chicago, IL *(CT)* *(250)*	**GL**	Lv	*1 15*				*5 30*					*12 01*			*6 15*
Detroit, MI *(ET)*		Ar	*9 40*				*12 50*					*6 20*			*3 15*
Chicago, IL *(CT)* *(200)*		Lv	*2 15*	*2 15*		*4 30*	*4 30*	*9 30*		*2 15*	*9 30*	*9 30*			*6 15*
Cleveland, OH *(ET)*		Ar	*9 45*	*9 45*		*11 55*	*11 55*	*4 45*		*9 45*	*4 45*	*4 45*			*2 20*
New York, NY *(ET)* *(182)*	**GL**	Ar	*8 00*	*8 00*		*10 10*	*10 10*	*3 55*		*8 00*	*3 55*	*3 55*			*5 50*

Z350D-0721dh

BOZEMAN—SALT LAKE CITY

READ DOWN / READ UP

RRS	5919	5923	RRS	SCHEDULE NUMBER	5922	RRS	5922	5918	RRS	5918
	Last Trip May 1			Folder No. 1 — 552 — 4-2-95 FREQUENCY	Last Trip Apr. 30		First Trip May 1	Last Trip Apr. 30		First Trip May 1
7 15			3 30	Lv Great Falls, MT (7911) Ar		11 05			11 40	
10 20			6 50	Ar Butte, MT Lv		7 30			6 50	
10 45			5 25	Lv Butte, MT Ar		7 00			3 40	
				Lv Billings, MT (300) GL Ar					3 35	
				Ar Bozeman, MT Lv						
				Lv ▲BOZEMAN, MT ② Ar			8 45			
				Big Sky ②			f			
				Ar ▲West Yellowstone, MT ② Lv			6 40			
				Lv ▲West Yellowstone, MT ② Ar			✕ 5 55			
				Macks Inn, ID ②			f			
				Ponds Lodge ②			4 20			
				Ashton ②			3 40			
				Chester ②			f			
				St. Anthony ②			3 20			
				Sugar ③			f			
	1 50			▲Rexburg (LB) ②			3 05	11 59		
	2 05			Rigby ③			2 50	11 45		
2 45	≡ 2 25		10 45	Ar ▲Idaho Falls (LB) Lv		3 00	2 30	11 25	12 01	
	2 55	12 15		Lv ▲Idaho Falls (LB) Ar	2 15		2 15	≡ 11 10		11 10
	3 10	12 30		Shelley	D 2 00		D 2 00	10 55		10 55
	3 35	12 55		Blackfoot	1 35		1 35	10 30		10 30
	f	f		Fort Hall	f		f	f		f
	4 05	1 25		Ar ▲Pocatello, ID (LB) Lv	1 05		1 05	10 00		10 00
	4 15	1 30		Lv ▲Pocatello, ID (LB) Ar	12 55		12 55	9 55		9 55
	≡ 4 45	2 00		Ar ▲McCammon Lv	12 25		12 25	9 25		9 25
	5 15	2 15		Lv ▲McCammon Ar	✕ 11 55		✕ 11 55	≡ 8 55		8 55
	f			Downey	f		f	↑		↑
	↓	↓		Malad City	↑		↑	8 20		8 20
	f			Swan Lake	f		f			
	6 15	3 15		Preston	10 55		10 55			
	f			Franklin, ID	f		f			
	f			Richmond, UT	f		f			
	f			Smithfield	f		f			
	6 55	3 55		Ar Logan Lv	10 15		10 15			
	7 00	4 00		Lv Logan Ar	10 10		10 10			
	7 35	4 35		▲Brigham City	9 35		9 35	7 20		7 20
	8 05	5 05		Ar ▲Ogden Lv	9 05		9 05	6 50		6 50
	8 10	5 10		Lv ▲Ogden Ar	9 00		9 00	6 45		6 45
	8 55	5 55		Ar ▲SALT LAKE CITY, UT Lv	8 15		8 15	6 00		6 00
	10 00	8 45		Lv Salt Lake City, UT (545-556) Ar	6 40		6 40	4 50		4 50
	5 35	4 35		Ar Las Vegas, NV Lv	9 20		9 20	6 30		6 30
	1 55	12 15		Ar Los Angeles, CA GL Lv	1 00		1 00	12 01		12 01

—Seasonal service.
—Rimrock Stages.

Z552-0227dk

RENO—SALT LAKE CITY

READ DOWN / READ UP

1306	1314	1308	SCHEDULE NUMBER	1357	1341	1315
San Fran. Chicago	San Fran. Denver	San Fran. Chicago	Folder No. 5 — 550 — 4-2-95 FREQUENCY	Denver San Fran.	Denver San Fran.	Chicago San Fran.
6 30	1 00	12 30	Lv San Francisco, CA (PT) (540) GL Ar	10 30	4 30	1 30
7 10	1 30	1 00	Lv Oakland, CA Ar	10 00	4 00	1 00
9 10	3 40	2 50	Lv Sacramento, CA Ar	8 15	1 55	11 00
≡ 11 50	✕ 6 20	✕ 5 30	Ar Reno, NV (540) Lv	4 30	10 30	8 10
12 20	7 30	6 15	Lv ▲RENO, NV GL Ar	✕ 3 45	≡ 9 35	✕ 7 10
↓	9 05	7 50	Lovelock	2 10	8 00	↑
≡ 2 55	≡ 10 20	≡ 9 05	Ar ▲Winnemucca Lv	12 55	6 45	4 35
3 10	10 40	9 20	Lv ▲Winnemucca Ar	12 50	✕ 6 05	≡ 4 20
↓	↓	10 00	▲Valmy	↑	5 25	↑
4 10	11 40	10 20	Ar ▲Battle Mountain Lv	11 50	5 05	3 20
4 10	11 40	10 20	Lv ▲Battle Mountain Ar	✕ 11 15	5 00	3 20
5 10	12 40	11 20	Carlin	10 15	4 00	2 20
5 40	≡ 1 10	11 50	Ar ▲Elko (LB) Lv	9 45	3 30	1 50
5 40	1 25	11 55	Lv ▲Elko (LB) Ar	9 40	3 25	≡ 1 35
≡ 6 35	↓	✕ 12 50	Ar ▲Wells Lv	8 45	2 30	12 40
6 55		1 20	Lv ▲Wells (PT) Ar	≡ 8 25	≡ 2 10	12 40
8 55	4 20	≡ 3 25	Ar ▲Wendover, NV (LB) (MT) Lv	8 20	2 05	12 35
9 00	4 30	3 40	Lv ▲Wendover, NV (LB) Ar	8 15	2 00	12 30
✕ 10 55	✕ 6 30	✕ 5 40	Ar ▲SALT LAKE CITY, UT GL Lv	6 15	12 01	10 30
↓	8 15	6 00	Lv Salt Lake City, UT (552) Ar	5 55	↑	8 55
	2 15	11 10	Ar Idaho Falls, ID GL Lv	12 15		2 55
	11 05	11 40	Ar Butte, MT (7911) RRS Lv	3 30		7 15
11 45	7 45	7 00	Lv Salt Lake City, UT (350-364) GL Ar	✕ 5 05	✕ 10 30	9 20
10 15	5 45	6 55	Ar Denver, CO Lv	7 15	12 01	8 30
		7 00	Lv Salt Lake City, UT (MT) (350) Ar			✕ 9 25
11 00	6 20	↓	Lv Denver, CO Ar	5 00	11 25	↑
10 10	3 30	5 30	Ar Chicago, IL (CT) GL Lv	6 45	1 15	2 45

PORTLAND—BOISE—SALT LAKE CITY

READ DOWN — READ UP

5532	5530	SCHEDULE NUMBER		5543	5537
		Folder No. 1 — 500 — 8-23-95			
		FREQUENCY			
5 35	8 05	Lv	*Seattle, WA* (PT) *(601)* **GL**	Ar	10 30	11 15
10 00	12 30	Ar	*Portland, OR*	Lv	7 00	7 00
10 30	1 00	Lv	▲**PORTLAND, OR** ⊕	**GL** Ar	5 10	4 15
⬇	⬇		Troutdale			3 50
11 40	2 10		▲Hood River *(LB)*			2 50
12 10	2 40	Ar	▲**The Dalles** *(LB)*	Lv		2 20
12 10	2 45	Lv	▲**The Dalles** *(LB)*	Ar		2 15
	⬇	Ar	Biggs	Lv		1 50
		Lv	Biggs	Ar		✕ 1 10
	3 15		Rufus			1 00
	3 45		Arlington			12 30
	4 15		Boardman			12 01
	4 40		▲Hermiston *(LB)*		2 00	11 35
■ 2 10	■ 5 15	Ar	▲**Pendleton, OR** *(LB)*	Lv	1 25	11 00
4 45	6 45	Lv	*Seattle, WA* *(509)*	**GL** Ar	11 30	7 45
7 20	9 15	Lv	*Ellensburg, WA*	Ar	9 00	5 10
8 15	10 20	Lv	*Yakima, WA*	Ar	7 55	4 15
10 50	1 45	Lv	*Pasco, WA*	Ar	4 45	1 25
12 01	2 55	Lv	*Walla Walla, WA*	Ar	3 35	12 15
1 05	4 00	Ar	*Pendleton, OR* *(509)*	**GL** Lv	2 30	11 10
2 30	5 30	Lv	▲**Pendleton, OR** *(LB)*	Ar	■ 1255	■ 1030
3 35	6 35		▲La Grande *(LB)*		11 50	9 25
✕ 4 25	✕ 7 25	Ar	▲Baker *(LB)*	Lv	11 00	8 35
5 05	7 55	Lv	▲Baker *(LB)*	Ar	■ 1035	✕ 8 00
6 00	⬇		Huntington (PT)		9 40	⬆
7 35	10 20		▲Ontario *(LB)* (MT)		10 05	7 35
8 10	10 55	Ar	▲Caldwell, ID *(LB)*	Lv	9 30	7 00
8 30	11 15		Nampa		9 10	6 40
■ 9 00	■ 1145	Ar	▲**Boise**	Lv	8 40	6 10
9 40	12 15	Lv	▲**Boise**	Ar	■ 8 10	■ 5 35
10 35	1 10		▲Mountain Home *(LB)*		7 15	4 40
11 05			▲Glenns Ferry		6 45	⬆
✕ 1130		Ar	▲Bliss	Lv	6 15	3 50
12 15	⬇	Lv	▲Bliss	Ar	✕ 5 20	■ 3 30
1 05	2 40	Ar	▲**Twin Falls** *(LB)*	Lv	4 30	2 40
1 05	2 40	Lv	▲**Twin Falls** *(LB)*	Ar	4 20	2 40
1 55		Ar	▲Burley *(LB)*	Lv	3 30	1 30
1 55		Lv	▲Burley *(LB)*	Ar	3 25	1 30
2 10			▲Rupert, ID		3 10	⬆
■ 3 30	■ 5 05	Ar	ⓘSnowville, UT	Lv	1 50	
3 45	5 20	Lv	ⓘSnowville, UT	Ar	■ 1 35	
4 25	⬇		Tremonton		12 55	
4 50	6 15		▲Brigham City		12 30	11 30
5 20	6 45	Ar	▲Ogden	Lv	12 01	11 00
5 25	6 50	Lv	▲Ogden	Ar	11 50	10 55
6 20	7 40	Ar	▲**SALT LAKE CITY, UT**	**GL** Lv	11 00	10 05
7 00	8 00	Lv	*Salt Lake City, UT* *(350)*	Ar	10 30	9 20
6 55	6 10	Ar	*Denver, CO* (MT)	Lv	12 01	8 30
5 30	1 35	Ar	*Chicago, IL* (CT) *(350)*	**GL** Lv		2 45

⊕ — Airporter service available 6:00 a.m. to 11:45 p.m. daily in the terminal. Check with ticket agent for information and tickets.

Z500-0724dh

DENVER—SALT LAKE CITY

READ DOWN — READ UP

6243	6241	SCHEDULE NUMBER		6240	6242
		Folder No. 5 — 364 — 8-23-95			
		FREQUENCY			
2 00	1 30	Lv	*St. Louis, MO* (CT) *(360)* **GL**	Ar	6 30	4 50
8 15	7 35	Lv	*Kansas City, MO* (CT)	Ar	12 40	11 00
9 45	7 15	Ar	*Denver, CO* (MT) **GL**	Lv	10 30	8 10
2 15	1 00	Lv	*Dallas, TX* (CT) *(820)* **GL-TNO**	Ar	6 50	2 45
11 45	10 25	Lv	*Amarillo, TX* (CT) **TNO**	Ar	9 50	6 30
9 15	7 20	Ar	*Denver, CO* (MT) *(820)* **TNO**	Lv	11 30	7 15
10 00	8 30	Lv	▲**DENVER, CO**	**GL** Ar	8 30	6 55
⬇	9 20		Idaho Springs		7 35	⬆
f	f		Empire		f	f
11 40	10 25		Winter Park		6 35	5 05
f	f		Fraser		f	f
f	f		Tabernash		f	f
■ 1205	10 50	Ar	▲Granby *(LB)*	Lv	6 15	4 45
12 20	10 50	Lv	▲Granby *(LB)*	Ar	6 00	4 35
f	f		Hot Sulphur Springs		f	f
1 00	11 30	Ar	Kremmling	Lv	5 25	4 00
1 00	11 45	Lv	Kremmling	Ar	5 25	4 00
2 20	■ 1255	Ar	▲**Steamboat Springs** *(LB)*	Lv	4 15	2 50
2 35	1 40	Lv	▲**Steamboat Springs** *(LB)*	Ar	■ 3 40	■ 2 20
f	f		Milner		f	f
3 10	2 15		Hayden		3 05	1 45
3 35	2 40	Ar	▲**Craig** *(LB)*	Lv	2 40	1 20
3 40	2 45	Lv	▲**Craig** *(LB)*	Ar	2 35	1 15
f	f		Maybell		f	f
5 20	4 25		Dinosaur, CO		12 55	11 35
f	f		Jensen, UT		f	f
6 00	5 05	Ar	▲Vernal	Lv	12 15	11 00
6 00	5 05	Lv	▲Vernal	Ar	12 15	11 00
30"	30"		Great American Cafe		30"	15"
7 15	6 20		▲Roosevelt		11 00	10 00
7 30	6 35		ⓘMyton		10 45	9 45
7 55	7 00		Duchesne		10 20	9 20
f	f		Fruitland		f	f
9 15	8 20		Heber City		9 00	8 00
D	D		Park City Jct.		f	f
10 15	9 20	Ar	▲**SALT LAKE CITY, UT**	**GL** Lv	8 00	7 00
11 00	10 05	Lv	*Salt Lake City, UT* *(500)*	**GL** Ar	7 40	6 20
8 10	5 35	Ar	*Boise, ID* (MT)	Lv	12 15	9 40
5 10	4 15	Ar	*Portland, OR* (PT)	**GL** Lv	12 55	10 30

Z364-0626dh

SALT LAKE CITY—LAS VEGAS

READ DOWN — READ UP

6051	5910	6027	SCHEDULE NUMBER		6022	5911	6050
Salt Lake Los Ang.	Salt Lake Grand Jct.	Salt Lake Los Ang.	Folder No. 5 — 545 — 8-23-95		Los Ang. Salt Lake	Grand Jct. Salt Lake	Los Ang. Salt Lake
			FREQUENCY				
2 55	.....	12 15	Lv *Idaho Falls, ID* (MT) *(552)*	Ar	11 10	.....	2 15
8 55	.....	5 15	Ar *Salt Lake City, UT* (MT)	Lv	6 00	.....	8 15
10 00	9 45	8 45	Lv ▲**SALT LAKE CITY, UT**	**GL** Ar	4 50	8 20	6 40
11 00	10 40	9 40	▲**Provo**		3 45	7 25	5 45
D 11 50	.....	10 30	▲Nephi		2 55	.....	4 55
12 55	.....	✕ 1135	Ar ▲Fillmore	Lv	1 50	.....	3 50
12 55	.....	12 05	Lv ▲Fillmore	Ar	■ 1 30	.....	3 50
■ 1 55	.....	1 05	Ar ▲**Beaver**	Lv	12 30	.....	2 50
2 25	.....	1 05	Lv ▲**Beaver**	Ar	12 30	.....	■ 2 35
D 3 05	.....	1 45	▲Parowan		11 50	.....	D 2 00
3 30	.....	2 10	Ar ▲**Cedar City**	Lv	11 25	.....	1 35
3 30	.....	2 10	Lv ▲**Cedar City**	Ar	11 20	.....	1 35
4 20	.....	■ 3 00	Ar ▲St. George, UT *(LB)*	Lv	10 30	.....	12 45
4 20	.....	3 20	Lv ▲St. George, UT *(LB)* (MT)	Ar	✕ 9 50	.....	12 40
4 00	.....	3 00	Mesquite, NV (PT)		8 05	.....	10 55
D 4 40	.....	3 40	Glendale		7 25	.....	10 15
✕ 5 35	.....	✕ 4 35	Ar ▲**LAS VEGAS, NV**	Lv	6 30	.....	9 20
6 40	.....	5 35	Lv *Las Vegas, NV* *(556)*	Ar	✕ 5 20	.....	■ 8 05
1 55	.....	12 15	Ar *Los Angeles, CA* (PT) **GL**	Lv	12 01	.....	1 15

Z545-0627dh

APPENDIX D

QUESTIONNAIRES

Survey of Public Transportation Services and Needs

Address:	
Phone-number:	
Name of Respondent:	
Responsibility	

1. Please provide the following information about the area under your jurisdiction:

a) Cities _____

_____

_____

b) County or counties _____

2. What types of public transportation services does your area currently have?(Check all that apply)

a) Local fixed route ☐

b) Demand-Responsive ☐

c) Intercity transportation ☐

d) Other ☐

3. How do you feel about the following statements?

(a) Transportation services in my community are fully met

Agree _____ Disagree _____ Do not know _____

(b) If the following services in your community were discontinued, how would you rank the impact on the community on a scale of 1 to 5. (1= severely affected, 5= not affected at all)

Service Type	1	2	3	4	5
(i) Local Fixed					
(ii) Demand-Responsive					
(iii) Intercity					

4. If you think that there are unmet transportation needs, please identify route(s) (origin-destination pairs) that could benefit most from the provision or improvement of services.(For example from city A to city B)

_____

_____

_____

5. Please rate the following services according to their priority for investment (1=low, 5=high)

	1	2	3	4	5
a) Same day demand-responsive					
b) Next day demand-responsive					
c) Fixed-route local					
d) Intercity					

6. Do you have any other comments or concerns regarding transportation services in your area?

_____

_____

_____

Survey of Public Transportation Providers

Agency Name:	
Agency Address:	
Phone-number:	
Name of Respondent:	
Service Area:	

1. Which of the following services are you currently providing? (Check all that apply)

a) Local fixed route ☐

b) Paratransit ☐

c) Intercity transportation ☐

d) Other _____

2. Please provide the following information:(check all that apply)

a) City or Cities Served _____

_____

_____

b) Type of clientele served Senior citizens ☐

Persons with disabilities ☐

General Public ☐

Other _____

c) **Frequency of Services** (eg. every 30 minutes, once a day, etc.)

Route/City (name)	Local Fixed	Intercity

If paratransit indicate response time _____

d) **If you have intercity services, please provide the following information: Monthly Passenger Trips and One-Way Fare to each city served.**

CITY	Monthly Passenger Trips	Fare ($/trip)

3 (a) Which of the following statements best describes the status of your intercity transportation services:

☐ We have never provided intercity transportation services.

☐ We previously provided intercity transportation services but they were discontinued. If you check this box, please go to question 3 (b), if not go to question 4.

3. (b) Reason for Discontinuation: Lack of Funding: ☐

Insufficient Demand: ☐

Other (please specify):

_____

4. To what extent do you think that public transportation needs in your area are met?(Please rank on a scale of 1 to 5, 1= poorly met, 5= very well met)

	1	2	3	4	5
(a) Local Transportation Needs					
(b) Intercity Transportation Needs					

5. If you think that there are unmet intercity transportation needs, please identify route(s) (origin-destination pairs) that could benefit most from the provision or improvement of services. (For example from city A to city B)

_____

_____

_____

_____

6. Please rank the following aspects of your services in order of need for additional investment. (1=low, 5=high)

	Local fixed					Paratransit					Intercity				
	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5
a) Marketing/Planning															
b) Capital															
c) Operating															
d) Coordination															

7. Do you have any other suggestions for improving the services you are providing? (Please comment on all services)

_____

_____

_____

_____

_____